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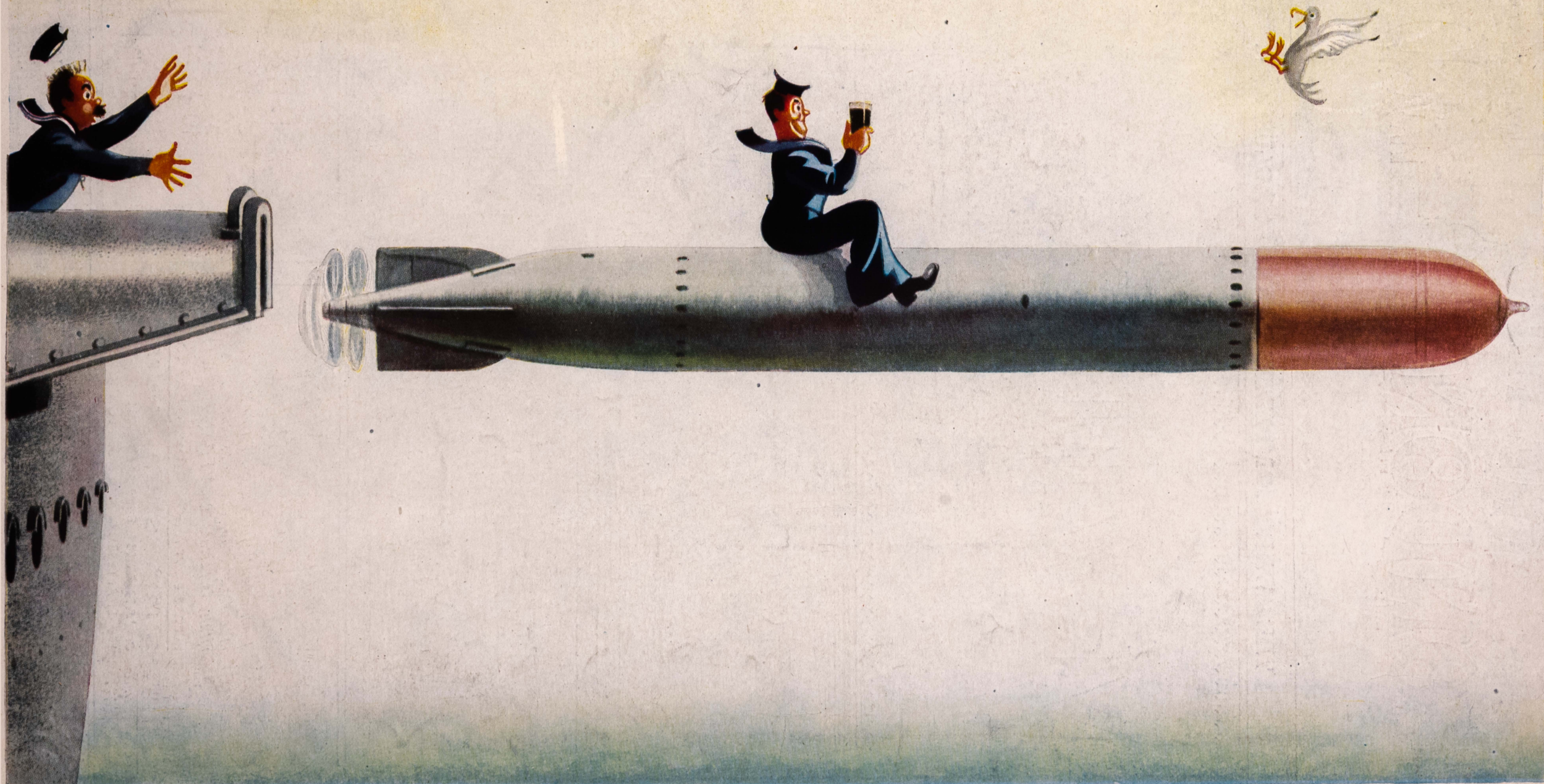
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# *My Goodness—My GUINNESS*





# THE ILLUSTRATED LONDON NEWS

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SATURDAY, MARCH 20, 1943.



NELSON'S PORTRAIT OF EMMA HAMILTON, NOW IDENTIFIED AS THAT CALLED BY HIM "MY GUARDIAN ANGEL," WHICH NEVER LEFT HIM DURING HIS LATER CAMPAIGNS.

In his article on page 314, Sir Geoffrey Callender, Director of the National Maritime Museum, says: "Lovers of Nelson will remember that during his later campaigns he had in his cabin a portrait of Lady Hamilton which he treasured as his most precious possession and to which he referred as his 'Guardian Angel.' Those interested in the portraiture of Lady Hamilton must often have wondered which picture it was that so endeared itself to the victor of Trafalgar, and upon which his eyes rested as he

sat at his writing-table to pen the last codicil to his will." This has now been identified from the inscription at the back in Emma's own handwriting as this pastel portrait by Schmidt, portrait-painter to the King of Saxony, made in 1800, when the Hamiltons and Nelson passed through Dresden. Nelson also sat to Schmidt for his portrait. It will be noted that Emma Hamilton is wearing the Maltese order of St. John of Jerusalem. The actual size of the picture is 11 by 8½ ins.

(The Above Portrait is in Private Ownership.)





By ARTHUR BRYANT.

I DO not know Hitler's plans! But it is not hard to guess one of them. If he cannot win the war by direct means, he hopes to keep it going until his enemies quarrel among themselves. When honest men fall out, thieves come into their own. Nobody knows that better than Hitler. Forewarned is forearmed. We in this country have a somewhat peculiar attitude towards foreign nations. There are, in our eyes, good nations and bad nations. Our allies are perfect and infallible nations, and our enemies are wholly and unutterably bad nations. Unlike individuals, they are wholly good or wholly bad. And since our alliances vary from time to time, our view of any particular nation is apt to change drastically. Contrast our view of Italy in, say, 1915 and 1940, or of Finland in 1940 and 1942. Our attitude in these matters was well illustrated by the late Sir Austen Chamberlain when he remarked at a banquet that France was as dear to him as a woman with whom he was in love: he was aware that she might have faults, but he was quite unable to recognise them.

This way of looking at nations has its advantages in time of war. But it also has its drawbacks. For it is apt to produce a sense of unreality, and unreality is the parent of misunderstanding. A nation is not an individual, but an amalgam of individuals; its acts, moreover, may be, and generally are, conditioned by the minority of those—statesmen, representatives of powerful interests, administrators—who happen to hold power at the time. According as these are good or bad, certain continuing racial or national traits may operate favourably or unfavourably: thus Germany, under the old balanced constitution of petty States and free towns, evoked the best side of Teutonic character—the side that produced Bach and Handel—while Germany under Prussian centralisation called forth another and very horrible side, with which we are now all too painfully familiar. But to say that all Germans are inherently and eternally evil seems almost as foolish as to follow Hitler and say that all Jews are inherently and eternally evil. And it is just as foolish to say, because Russia and America are to-day our friends, that all Russians and Americans are inherently infallible and perfect, and every corporate Russian and American action eternally right.

Yet there are plenty of well-meaning Britons who, in their eager patriotism and very proper loyalty to their allies, do virtually say this. The danger is that by saying it too often and too blindly they may put such a strain on our future relations with these countries as may one day produce a serious breach. To expect any country to behave with unfailing wisdom, altruism and high purpose is to expect something unattainable by any association of human beings of whatever race or faith. It is, therefore, to be ultimately disappointed and disillusioned. It is to ask for trouble.

The Americans and the Russians do not regard us as a perfect and infallible people. They are constantly criticising our manner of waging war, our past and present mistakes, and our institutions and social arrangements. And they are perfectly right to do so. They may not, of course, always be correct in such strictures: not being in our particular and peculiar shoes, they may often overlook vital factors in our behaviour. It is then our business—or should

be—to enlighten them. But to remain silent under such criticism because of a mistaken notion that everything that Americans or Russians say in their corporate capacity is sacred and not to be impeached is carrying loyalty to allies to a pitch of dangerous

the even greater task of rebuilding civilisation after the war is over.

The true cement of enduring international friendship, just as it is of personal friendship, is truth.

Those who regard their friends as perfect, seldom remain friends with them long. We ought to be as frank in telling our American and Russian allies where they are, in our opinion, at fault or mistaken, as they are in telling us. That we should do so with courtesy, tact, humility and a ready recognition that we may be, and very likely are—through ignorance—mistaken in our criticisms, goes without saying. But both the Russians and the Americans are brave, frank and manly peoples, who respect and expect plain and honest dealing. When, in our anxiety to please, we flatter them, they are apt to regard us with grave suspicion.

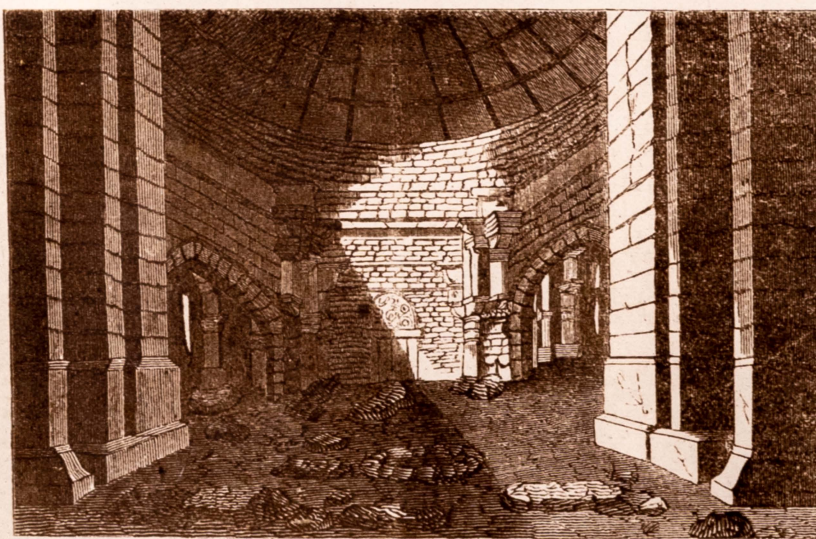
In other words, to create a sure and lasting foundation for understanding between our three peoples—and the future of the world depends on this as much as on beating Hitler—we have got to understand each other's position, which entails (since we are all human) a full knowledge of our respective strengths and weaknesses. We cannot do this without frank speaking. I should like to see Russian and American speakers visiting this country to tell us where they think our war effort, social system, or national behaviour falls short of their own highest ideals, and to hear from the lips of our own audiences our defence or explanation—if any—of our alleged shortcomings. And I should like to see British lecturers visiting Russia and America to return the compliment. Lecturers and audiences—provided, always, that the rules of courtesy, decent humility and tolerance were observed—would learn a tremendous amount from one another. I should like, too, to see British, Russian and American newspapers and radio systems thrown open far more than they are to such mutual interchanges. And in the process, many causes of friction between the three peoples would almost certainly be found to be either removable or unreal. That to understand all is to forgive all is as true in international relations as in personal. And those who are not frank with one another will never understand their respective points of view.

To establish that firm basis of understanding, and therefore of enduring co-operation, between the peoples of the United States, the U.S.S.R. and the British Empire which is the first condition of lasting peace, is likely to be the work of a lifetime. The right time to begin is now, when hopes, sympathies and harsh necessity alike combine to make us ready to hear one another's points of view. It is too great a chance to waste with nothing but an interchange of meaningless compliments. Every common misunderstanding removed, every doubt and suspicion cleared up to-day, when we are in a mood to approach such difficulties with courtesy, tolerance and an earnest desire to remove them, is sheer gain for the future. Between us three there ought to be no skeletons in the cupboards and, what is more important, no suspicion of skeletons. Mr. Wallace, not for the first time, did a global service the other day, when he stressed the international dangers of the post-war future, and reminded his countrymen and others how they might be overcome. It is a lesson from which we can all learn. Let us be frank with one another, believing that if we are frank with honesty and goodwill we shall like each other not worse, but better.

ONE HUNDRED YEARS AGO: REPRODUCTIONS FROM  
"THE ILLUSTRATED LONDON NEWS" OF MARCH 18, 1843.



THE TEMPLE OF SOMNAUTH, IN THE PROVINCE OF BOMBAY, INDIA.



A VIEW OF THE INTERIOR OF THE TEMPLE OF SOMNAUTH.

The Temple of Somnath, dedicated at various periods to the moon, to the self-existent, and to Siva, was originally one of the most splendid of the Hindoo places of worship. It was destroyed by Mahmud of Ghuznee in 1022 A.D., looted, and everything of value, including, some say, the sandalwood gates, removed to Ghuznee. Interest in these sandalwood gates and the Temple itself, was revived in 1843 owing to the interminable controversy which raged in the newspapers with regard to Lord Ellenborough's conduct in ordering the gates to be brought back to India by the Army and his "ostentatious restoration of a pagan temple." Lord Ellenborough, then Governor-General of India, abandoned his project of replacing the gates in the Temple of Somnath for the simple reason that they were found to be made of deal, not sandalwood, and were obviously of a much later date than the eleventh century. They were carried no further than Agra, where they remained in a lumber-room in the fort.

absurdity. For the only result must be to cause Americans and Russians to imagine that all their strictures—even the most ill-informed—are unanswerable, and so to undermine their faith in our worth, and even in our *bond fides*. Which is not the way to maintain a common front against Hitler, or to ensure an enduring collaboration between our nations for



## CLOSING A VITAL GAP: HELICOPTERS TO JOIN IN THE WAR ON U-BOATS.



THE VOGHT-SIKORSKY HELICOPTER CAN OPERATE FROM WATER WITHOUT A SPLASH. HELICOPTERS ARE TO BE USED TO PROTECT BRITISH SHIPPING.



THE AMPHIBIOUS HELICOPTER, ITS PILOT NONCHALANTLY WEARING HIS HAT, RISES VERTICALLY FROM A CAR PARK WITHOUT DISTURBING ITS CO-PARKERS.

THE announcement by Captain Balfour, Parliamentary Under-Secretary for Air, in the House of Commons on March 11, that Britain is acquiring a number of helicopters for the protection of shipping, heralds the closing of that vital gap in mid-Atlantic in which U-boat packs can operate beyond the reach of shore-based bombers—their most feared enemy. The importance of that gap, which varies in width from 1000 miles upwards, was emphasised in diagrammatic drawings published in "The Illustrated London News" of February 13. Now, the U-boats operating there will have to contend with the deadly helicopter, which may yet prove to be one of the most important anti-submarine weapons of the war. The Vought-Sikorsky machine illustrated on this page—the product of the Russian-American designer, Ivan Sikorsky—is almost certainly the one referred to by Captain Balfour. It is already being turned out in quantities for service tests with the United States Army, and the U.S.

naval authorities have recently decided to use it as an anti-submarine weapon. It has many advantages for the purpose, one of the most outstanding being its ability to rise vertically from and return to the deck of a ship, thus enabling it to operate in any part of the ocean. Also, it can unload depth-charges on a submarine with faultless accuracy, as it is able to hover directly above its prey, whereas an aeroplane can only move over the target at speed. Another direction in which the helicopter scores over the bomber is its ability—again by reason of its hovering propensities—to spot its target at a quite considerable depth below the surface; sometimes as deep as 90 ft. With the fitting of pontoons, the helicopter has become amphibious; it can take off from land and come down on to water, or vice versa. Its accuracy of control is amazing, for it can be brought down on a slanting course towards persons or objects on the ground, hover within a few inches of them, and then either back away or move crabwise, horizontally or on a rising slant.



THE HELICOPTER HOVERS STATIONARY ONLY A FEW FEET FROM THE GROUND, WHILE A PIECE OF LUGGAGE IS LOADED INTO A WIRE TRAY ON THE NOSE . . .



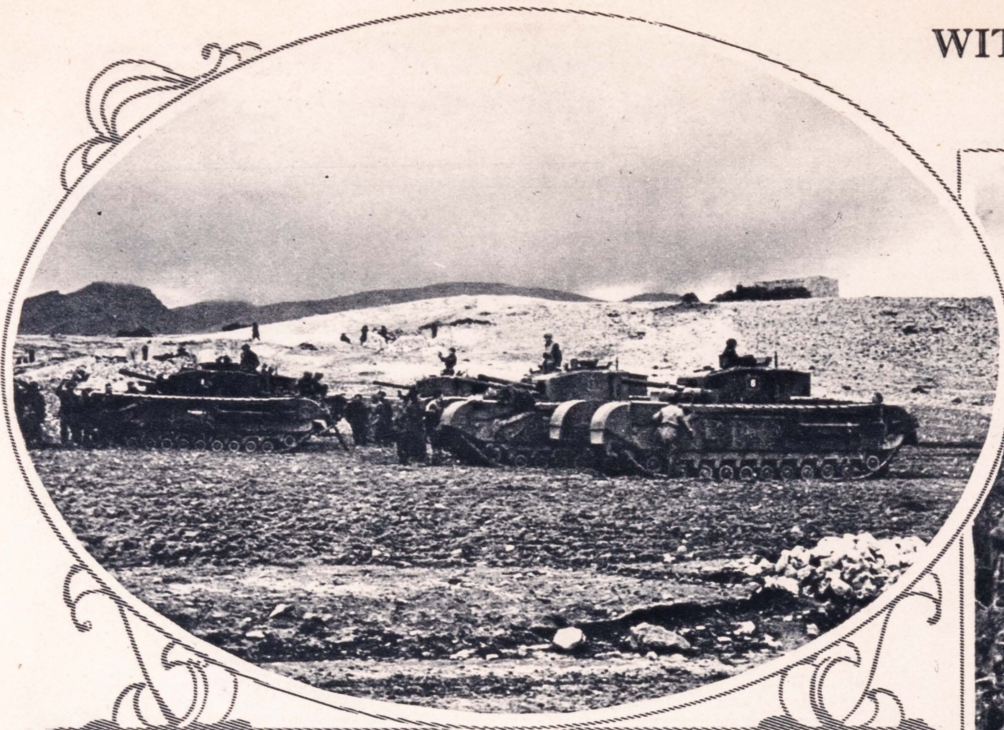
"STANDING STILL" IN THE AIR IS CHILD'S PLAY TO A HELICOPTER. HOVERING THUS OVER A U-BOAT, IT CAN DROP A DEPTH-CHARGE WITH 100 PER CENT. ACCURACY.



. . . AND THEN BACKS AWAY ON A RISING SLANT. THIS MACHINE CAN TRAVEL FORWARDS, BACKWARDS, SIDEWAYS, AND AT ANY CONCEIVABLE INCLINE.



## WITH THE FIRST AND EIGHTH ARMIES BOTH ZONES OF



CHURCHILL TANKS IN ACTION FOR THE FIRST TIME IN THE NORTH AFRICAN FRONT: A FINAL CHECK-OVER AS ZERO HOUR APPROACHES.



MEN OF A FIRST ARMY RECCE REGIMENT GIVE CHASE TO THE ENEMY IN THEIR CARRIERS AFTER A SHORT ENGAGEMENT NEAR SEJENANE.



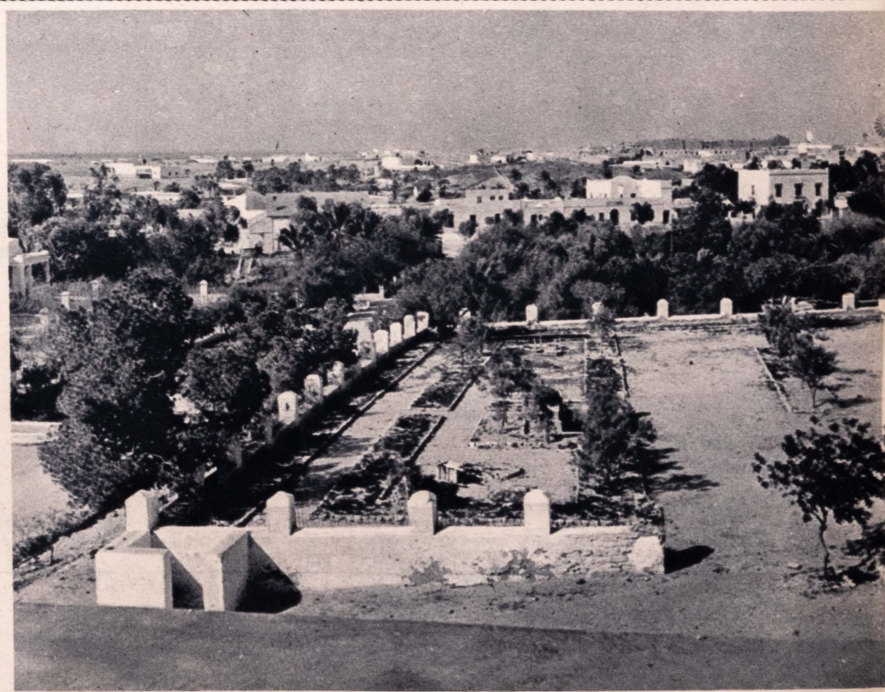
A GERMAN MARK II. TANK DESTROYED DURING THE BATTLE IN THE KASSERINE PASS. THE PASS PROVED A DEATH-TRAP FOR THE RETREATING ENEMY.



ANOTHER TYPE OF GERMAN TANK—THE MARK III.—DESTROYED WHEN THE ALLIES THREW THE GERMANS BACK THROUGH THE KASSERINE PASS.



WHEN THE ENEMY ABANDONED MEDENINE TO THE EIGHTH ARMY ON FEBRUARY 20. THE TOWN WAS ABSOLUTELY DESERTED AND THOROUGHLY LOOTED.



A GENERAL VIEW OF MEDENINE, SITUATE SEVEN MILES FROM THE MARETH LINE. ONLY PILES OF RUBBISH AND EMPTY TINS GREETED OUR TROOPS.

After a series of attacks on both the Eighth and First Army positions in Tunisia, attacks which were heavily repulsed at all points, the enemy has, at the time of going to press, resorted to small local attacks, and the latest reports from both Armies' zones of operations record little activity beyond patrolling and artillery action—the last named by the Eighth Army. Both our armies in Tunisia, but especially the Eighth, have inflicted heavy casualties

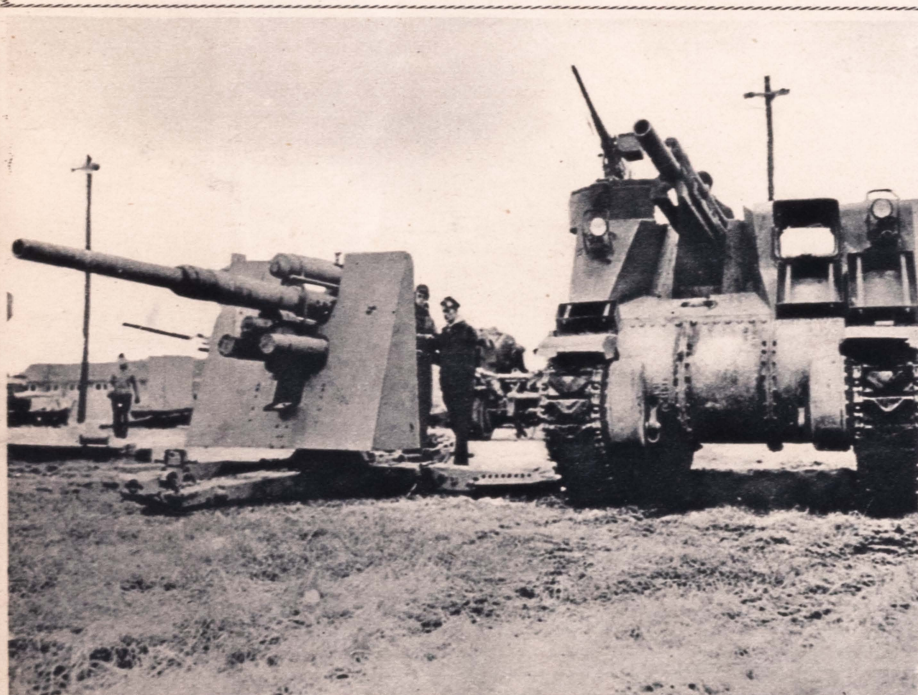
in men and material on the Axis forces, and R.A.F. fighters, fighter-bombers and bombers are playing a big part in holding up Rommel's attacks and harassing his withdrawals. In an interview with the Soviet News Agency correspondent with the Eighth Army, General Montgomery said recently that the Axis Powers will try to hold on all the summer, and then pass to the offensive. That is why they will not be satisfied with defensive actions.



# IN TUNISIA: SCENES OF ACTIVITY FROM OPERATIONS.



THE ENEMY POSITIONS NEAR SEJENANE ARE BOMBED BEFORE THE MEN OF THE RECCE REGIMENT GO FORWARD TO RECONNOITRE.



THE GERMAN SURPRISE WEAPON—THE 88-MM. GUN (LEFT)—AND THE AMERICAN ANSWER—THE M-7 TANK-DESTROYER, MOUNTING A 105-MM. GUN-HOWITZER.



FOUM TATAHOVINE, A LITTLE TOWN SOME MILES INLAND FROM THE COAST, OCCUPIED BY THE EIGHTH ARMY DURING ITS ADVANCE INTO TUNISIA.



NAZI BOMBERS ATTACK BONE, IN TUNISIA: ANTI-AIRCRAFT FIRE AND FIGHTER PLANE'S BROUGHT DOWN A TOTAL OF 14 ENEMY AIRCRAFT DURING THE ATTACK.



MEN OF THE RECCE REGIMENT TAKE A GERMAN PARATROOP PRISONER DURING MOPPING-UP OPERATIONS. HE WAS HIDING IN A TRENCH.



DURING THE AXIS RETREAT THROUGH THE KASSERINE PASS: GRENADIER GUARDSMEN RECONNOITRE WITH THEIR BREN-GUN CARRIERS.

Counter-attacks, in order to disrupt our preparations, are possible, but the final fate of the enemy in North Africa is decided. News has just been released for publication that an entirely new air weapon has been used in the Western Desert since last June. It is the "tank-buster," which has proved of great value. It is a fighter-aircraft (Hurricanes have been used so far), equipped with heavy-calibre guns, which descends to an extremely low

level, doing great damage and causing confusion and consternation. On March 10 a formation of these "tank-busters" destroyed at least twenty enemy vehicles, and a number of guns, when Rommel attacked the Fighting French near Ksar Ghilane. To quote once more from General Montgomery's interview with the Soviet war correspondent: "The Germans will not be able to change the general military situation."



UNTIL almost the last moment, when the Germans entered the streets of Kharkov, I had meant to write this week on Tunisia. For those who take an interest in the art of war, the thrust, recovery and parry, there could hardly be a situation more dramatic and absorbing or better worth while studying than that which has unfolded in the course of the past few weeks. But the scale in Russia is so much vaster, the issue is so much more vital, that I find it impossible to leave the subject over. Nor, indeed, is the campaign in Russia lacking in dramatic features. The swift reversal of the situation in the Donetz Basin, the German assault upon Kharkov three weeks after the garrison had been driven out in flight, the continued fall of German fortress towns in the Moscow salient, all these are striking enough. And, even allowing for the length of the front, it must be admitted to be an unusual spectacle for both sides to be pursuing in the same theatre of war successful offensives on a considerable scale, though not indeed of the scope of those of the past. We recall as we view these events how quickly Verdun petered out after the Somme had begun, and that Rupprecht's offensive could not be launched in 1918 because the Allies gained the initiative by their counter-offensive of July, and held it by that of August.

At more than one period of this war, observers have been inclined to deny the validity of the Clausewitzian theory of "the diminishing force of the defensive," and to declare that modern transport had made it almost meaningless. They would be bold men who persisted in this argument after what happened in the Pacific, at Stalingrad and now in the Donetz Basin and the Eastern Ukraine. Indeed, many other instances of the working out of this principle are to be found, though some may be less clear than those mentioned, because they did not lead to a loss of the initiative by the attacker and a reversal of the fortunes of war. It may well happen, as it has frequently happened, that the attacker will find time and opportunity to re-coil the springs of his motive power, while his adversary will be unable to take advantage of the pause to strike back. For instance, our Eighth Army was held up in front of the Aghella defences near the frontier of Tripolitania, and for some time was manifestly unable to make sure of forcing them, but there was no question of the enemy's recovering the initiative. But in Southern Russia the Red Army, exploiting its previous victories to the utmost, and seeking to envelop a German army in the Donetz Basin, as it had done at Stalingrad and, on a smaller scale, at Voronezh, outran its resources, and was unable to resist the enemy's counter-stroke. The cause was the usual one. The attacker's communications were over-stretched and over-strained, while the defender, driven back upon his bases, was able to constitute a more powerful and more mobile striking force.

It does not follow—either as a general rule or in the present instance—that this reversal of the situation will prove permanent or decisive. That must naturally depend on many factors, including the sheer fighting quality of the opposing forces. In this case, the thaw must render it extremely difficult for the Russians to mount a counter-offensive, but I am convinced that they will make the effort, and that they are, in fact, at present engaged in doing so. The German strength is by no means inexhaustible, and the mainly armoured striking force which has been responsible for the damage in the Donetz Basin and at Kharkov must already have suffered considerable wastage. But at the time of writing it is apparent that the Russians have not been able to replace such armoured fighting vehicles as accompanied the pursuit and were presumably lost when the Germans hit back. Their defence has therefore depended mainly upon artillery, effective for the purpose, but for that only, since it affords little or no opportunity for regaining the initiative. They can scarcely restore the situation unless they contrive to bring more armour on to the scene. Yet in no case do I expect the present German offensive to proceed very far. It represents only a local initiative, and I am not without hopes that it will shortly run down. I shall also be mistaken if it extends in breadth.

Meanwhile the Russians have continued their offensive against the key-point of Orel, in the Moscow salient and, to a more limited extent, south of Lake Ilmen. The continued existence of that salient represented a latent threat to Moscow of which they must be very glad to have rid themselves. The recovery of Vyazma automatically smooths it out, though there still remains a slight bulge towards the capital. It will now be interesting to observe to what extent the Russian Command can carry out what is obviously its chief object in this area—an offensive against Smolensk. This it has hitherto been developing from the north, where Smolensk and even Vitebsk are overlapped by the Russian positions on the Lovat and the Upper Dvina, though progress has been comparatively limited so far. There have been no big moves on the southern side of the Moscow salient, and the Russians are perhaps waiting for a success in their offensive against Orel. When the thaw becomes

## THE GREAT WORLD WAR: GERMANY'S DONETZ BASIN OFFENSIVE.

By CYRIL FALLS.

established in this region, movement is likely to be hampered to a greater extent than in the south. There is thus comparatively little time to spare, though even in this exceptionally mild winter, a few more weeks of hard weather and hard ground may be hoped for. In a normal year, there would be at least six. It must be said that it would be an extraordinary feat of arms on the part of the Red Army to reach Smolensk, which is very strongly defended, by early April.



THE RUSSIAN PRESSURE ON THE CENTRAL FRONT: A MAP GIVING THE APPROXIMATE SOVIET ADVANCE TOWARDS SMOLENSK, ON THE UPPER DNEIPER.

The steady advance of the Soviet Army from Vyasma towards Smolensk has been necessarily off-set by the powerful German offensive in the Donetz Basin. Last week the fall of Rzhev was followed by that of Gzhatsk and then Vyasma, the Russians inflicting heavy losses on the retreating enemy. North-west of Vyasma our allies are advancing, and also south, where they are building up a broad front, which is now within 80 miles of Smolensk, the key position in this sector.

(Copyright Map "The Times.")







"THE FATE OF THE ENEMY IS DECIDED HERE," SAYS GENERAL MONTGOMERY: A LARGE-SCALE CONTOUR MAP OF THE COMPLICATED MARETH LINE, THE TACTICAL OBJECTIVE OF THE ALLIED OPERATIONS IN TUNISIA.

How long Rommel can hold off Montgomery has become the tactical problem confronting the Allies on which perhaps the whole strategic future of the war depends. Rommel's tactics are clearly delaying ones, his object, and that of Von Arnim in the north, being to hold the coastline of Tunisia as long as possible and thus delay the opening of a second front and the command of the Mediterranean. Hence there is point in General Montgomery's interview of March 11 to a Russian war correspondent, when he said: "I always go for certainties—that is why our preparations must be complete and unhurried. . . . In the long run the fate of the enemy is

decided here." In an order to the Eighth Army on the previous day, he said: "The enemy is caught like a rat in a trap. . . . I did not expect for a moment that the enemy would attack us. It seemed absurd. . . . We must show him our gratitude in no uncertain way." The Mareth Line extends from the sea near Zarat via Mareth to the wooded Matmata Hills. It consists of two lines of pill-box forts, covered in the east by the Wadi Zouss, but can be outflanked. The real key to his defence position is Rommel's armour and mobile forces assembled in the Matmata Hills. Rommel is reported to have some 11-inch guns.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



## MONTGOMERY AT A THANKSGIVING SERVICE OUTSIDE TRIPOLI.



THE EIGHTH ARMY THANKSGIVING SERVICE OUTSIDE TRIPOLI: GENERAL MONTGOMERY READS THE LESSON TO UNITS OF THE VICTORIOUS BRITISH AND EMPIRE FORCES.



A GENERAL VIEW OF THE THANKSGIVING SERVICE OUTSIDE TRIPOLI WHICH WAS CONDUCTED BY THE REV. F. LLEWELYN HUGHES, ASSISTANT CHAPLAIN TO THE EIGHTH ARMY.

On Sunday, February 21, 1943, units of the victorious Eighth Army attended a thanksgiving service just outside Tripoli. The setting chosen for this simple ceremony was a glade, where the rolling turf and the sunlit trees formed a stage far more impressive than the largest church. The service was conducted by the Assistant Chaplain to the Eighth Army, the Rev. F. Llewelyn Hughes, M.C. General Montgomery read the lessons. If the men of our Desert Army have much to be thankful

for, how much more have we, and all the Allied countries, who, by the liberation of Egypt, Libya and Tripolitania, see final victory drawing nearer. The Eighth Army has achieved one of the greatest feats of arms in the whole of our military history; helped by the Royal Air Force, the Empire Air Forces and the Royal Navy, it has smashed the great Axis forces and forced the comparatively small remainder of Rommel's Afrika Korps to take refuge behind the Mareth Line in Tunisia.





HOW "KINGEE GEORGE'S AEROPLANE" WAS SAVED BY MERU TRIBESMEN, WHO CARVED A RUNWAY FROM THE RUGGED SLOPES OF MOUNT KENYA, STAMPING IT FLAT WITH THEIR FEET.

When a twin-engined R.A.F. 'plane made a forced landing on the higher slopes of Mount Kenya, well above the bamboo belt, its pilot, a twenty-seven-year-old warrant officer from Didcot, Berkshire, decided to make an attempt at salvage. Leading his crew safely through forests, along rhino, buffalo and elephant trails, to base, he reported a fairly level stretch of moorland about a mile from the aircraft. The position was explained to the Meru tribesmen, 150 of whom promptly volunteered to hack a runway on the mountain slopes. Carrying tools and equipment on their heads, they climbed the mountain, where they spent a

month, working from dawn to dusk, filling gullies with rocks, bridging crevasses with trees dragged from the forests lower down, and finally stamping the surface level with their feet. Eventually, amid terrific excitement, the aeroplane was brought up a track (seen on the left in our picture) and pushed to the far end of the runway, where it can be seen ready to take off. As the aircraft gathered speed along the runway, it was followed by a wildly cheering crowd of tribesmen, who have since told the story in the villages of "how Kingee George's aeroplane was saved, and how the Meru were chosen for the task."



LOVERS of Nelson will remember that during his later campaigns he had in his cabin a portrait of Lady Hamilton which he treasured as his most precious possession, and which he referred to as his "Guardian Angel." Those interested in the portraiture of Lady Hamilton must often have wondered which picture it was that so endeared itself to the victor of Trafalgar, and upon which his eyes rested as he sat at his writing-table to pen the last codicil to his will. The theory that the portrait was a miniature has for long borne the authority of a tradition handed down to her descendants by Horatia. But this theory must now be set aside; for the actual portrait, the "Guardian Angel," has most fortunately been found, and I am permitted by the owner to reproduce a photograph of it, and the unimpeachable endorsement which it carries on its back.

At the close of his famous Mediterranean command in 1800, Nelson struck his flag at Leghorn, and made one of a party travelling to their destinations overland. The party included the Queen of Naples, her daughters, and a suite of thirty-four; Sir William Hamilton, the retiring Ambassador to the Court of Naples, Lady Hamilton, and her mother, Mrs. Cadogan; and Miss Cornelia Knight, whose correspondence sheds much light on the pilgrimage. The party left Leghorn on July 17, and twenty-six hours later arrived at Florence. Leaving there, they proceeded to cross the Apennines, and near Arezzo, the coach containing Sir William and Lady Hamilton was overturned and both travellers injured. Sir William, in his seventy-first year, was considerably shaken, and his growing indisposition increased the embarrassments of a journey always rendered precarious by the proximity of the enemy's outposts. The sea was at length reached at Ancona, where an Imperial frigate awaited them. But the Queen declined to go aboard, and with good reason: for this ship, on weighing anchor, was almost immediately set upon and captured by the enemy. After a fortnight at Ancona, the party embarked in a small Russian squadron under Count Voinovitch, and made safe passage to Trieste, where they disembarked on August 9 and proceeded to Vienna.

At Vienna, a stop of six weeks was made, partly in deference to the wishes of the Empress, a daughter of the Queen of Naples, partly to enable Sir William Hamilton to recover sufficiently to endure further fatigues. The festivities have often been described. They included a visit to Prince Esterhazy at the Palace of Eisenstadt; and a grand concert there, under the direction of Haydn, whose oratorio "The Creation" was performed in honour of the visitors. Nelson begged of Haydn the pen that had inscribed such music; and gave the delighted musician his own gold watch in exchange.

From Vienna, after farewells to their royal friends, the English pilgrims proceeded to Prague, where, at the end of September, the hospitality of the Archduke Charles vied with that of the Austrian capital; and so by boat to Dresden, where another halt was made. There was then living in the neighbouring city of Leipzig a certain "poet-parson," called Kosegarten, who, in his "Meine Freuden in Sachsen" (1801), gives the following glimpse of the travellers:

"Nelson is one of the most insignificant figures I ever saw. His weight cannot be more than 70 lbs. A more miserable collection of bones and wizened frame cannot be imagined. His bold nose, steady eye and the solid worth revealed in the whole face betray in some measure the great conqueror. He speaks little, and then only English, and he hardly ever smiles. I have no doubt of his high ability, but one cannot look without astonishment at his slender body, although this, of course, can have no immediate connection with a great soul. . . . He was almost covered with orders and stars. As his right arm is missing, the coat-sleeve was fastened to his breast. As a rule Lady Hamilton wore her hat. . . . She behaved like a loving sister towards Nelson: led him, often took hold of his hand, whispered something into his ear, and he twisted his mouth into the faint semblance of a smile. . . . She did not seek to win hearts, for everyone's lay at her feet."

The Court painter to the King of Saxony in 1800 was Johann Heinrich Schmidt; and Thieme-Becke tells us that he painted a pastel of Nelson during this Dresden visit. I am inclined to think that, having obtained the requisite sittings, Schmidt produced more than one pastel. The version in the National Maritime Museum bears the inscription:

## HIS "GUARDIAN ANGEL."

IDENTIFICATION OF NELSON'S HIGHLY TREASURED PORTRAIT OF LADY HAMILTON.

By SIR GEOFFREY CALLENDER, M.A., F.S.A., F.R.Hist.S., A.I.N.A., Director of the National Maritime Museum.

"J. Schmidt fecit à Dresde 1801," which shows that it was not finished until after Nelson had reached England. It may be that the finished picture was sent on afterwards, but there is no proof of this; and Schmidt may have completed an earlier version which Nelson took away with him: The portrait, without being inspired, shows every sign of painstaking and faithful accuracy. The medals and orders are presented with meticulous precision; the gold medals, or minor orders of Chivalry presented by the King,

injury, but not outwardly marred. These characteristics of the artist should be borne in mind when judging Schmidt's companion piece.

The portrait recently discovered, and now for the first time reproduced, shows us Lady Hamilton as she appeared in Dresden in 1800, at the age of thirty-five. This portrait also is a pastel, and bears a simpler signature, "Schmidt 1800." There can be no question of its authenticity, however little it may at first glance suggest the Lady Hamilton familiar to students of Romney. For on the backboard of the frame the greedy jaws of Time have left the greater portion of a contemporary inscription, which reads: "This portrait of Emma Hamilton was in the B. . . . with the virtuous gallant & heroic Nelson. He called it His Guardian Angel & thought he could not be victorious if he did not see it in the midst of Battle. He used to say under . . . Banner I . . . the fatal 21st . . . October . . . and ordered Capt . . ."

The handwriting, beyond all dispute, is that of Lady Hamilton, and familiarity with her literary style enables one to fill the lacunæ with something like confidence. The un mutilated inscription would, with slips corrected, read: "This portrait of Emma Hamilton was in all the Battles with the virtuous, gallant and heroic Nelson. He called it His 'Guardian Angel'; and thought he could not be victorious if he did not see it in the midst of Battle, he used to say, under his Banner. I grieve (or lament) the fatal 21st of October, when he gloriously fell and ordered Captain Hardy to bring it to me."

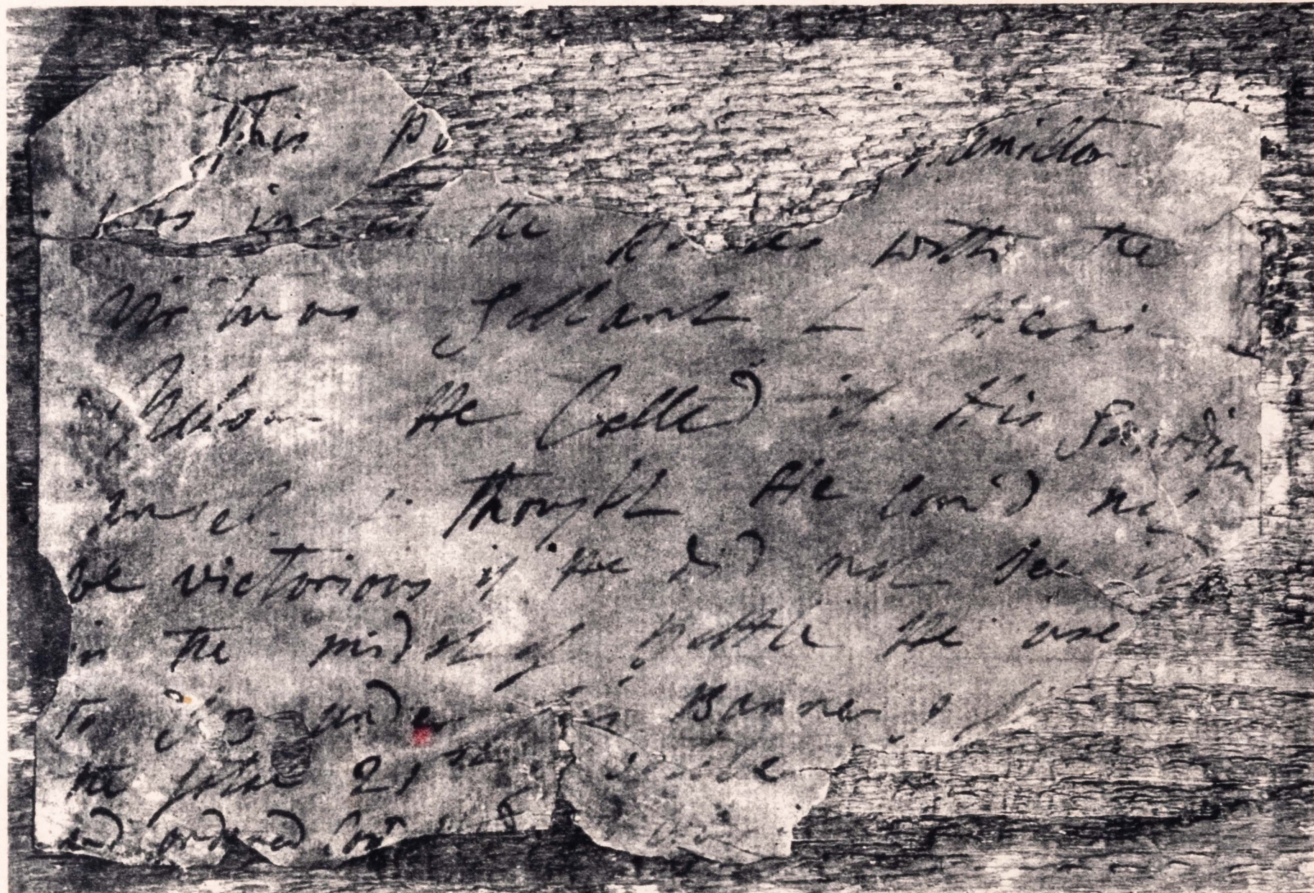
The portrait then, has two special claims to our regard. In the first place, it must rank with the most revered relics of the genius who laid all humanity in his debt by his checkmate to the seemingly irresistible might of Napoleonic aggression; a relic to be treasured for ever because it was to Nelson his most cherished possession, the faithful reflection, as in a mirror,

of the woman whom he so passionately loved.

And there is a second claim, equally vital and insistent. As the vast majority of the biographies of Emma Hamilton are vitiated because they accept as authentic a *chronique scandaleuse*, which the vile and anonymous calumniator who penned it insidiously called "The Memoirs of Emma Lady Hamilton," so the image of Lady Hamilton in 1805, which men have fashioned for themselves, rests on a basis equally fictitious: a blend of the more theatrical of Romney's classic poses, fortified by the maliciously feline gossip of Mrs. St. George. When Emma Hamilton gave sittings to Romney, she was a girl of seventeen, with vivid histrionic talents which the artist turned to the fullest advantage. When Nelson, seriously wounded in the head at the Battle of the Nile, accepted the hospitality of the British Embassy at Naples, the wife of the Ambassador was nearly seventeen years older. It is ridiculous to suppose that she still closely resembled any of Romney's canvases, in which (it must be remembered) Romney's genius played as large a part as her own.

Between Romney and Schmidt there is a chasm as wide as any that separates genius and mediocrity. Yet Schmidt, as Nelson's portrait shows, painted carefully what he saw, and so provides us with a true vision of the Lady Hamilton whose appearance charmed and captivated Nelson. Place the portrait beside Romney's "Circe" and the same features declare themselves: the large, lustrous eyes set widely apart, the well-marked eyebrows, the Grecian nose, the small mouth and oval face. But the Ambassador, who swayed the sceptre of the Two Sicilies and enabled Nelson (by his own modest admission) to mould the strategy of the Nile campaign, has in years of strenuous diplomatic work adopted a modest mien and dignified demeanour; with a simple habit graced only with her decoration as "Dame Petite Croix" of the Order of St. John of Jerusalem, conferred upon her by the Tsar.

It is the birthright of Britons to detest injustice. Perhaps this portrait may assist them to discard the lying tales of the "Memoirs of Emma Lady Hamilton," and in future to search for truth in the career of a remarkable patriot, whom Nelson with his dying words implored his countrymen to take care of; the friendless woman whom—to the detriment of national honour—his deeply indebted countrymen, covering with obloquy, drove away to exile, penury and death.



THE INSCRIPTION IN THE ACTUAL HANDWRITING OF LADY HAMILTON, ON THE BACK OF SCHMIDT'S PORTRAIT OF HER, PAINTED IN 1800 (REPRODUCED ON ANOTHER PAGE). THIS WAS NELSON'S MOST TREASURED POSSESSION, AND WAS REFERRED TO BY HIM AS HIS "GUARDIAN ANGEL." IT WAS IN HIS CABIN, AND FACED HIM ALWAYS AT HIS WRITING-TABLE. (REDUCED FACSIMILE.)

On the backboard of the framed portrait, mutilated in places by the passage of time, it reads as follows: "This portrait of Emma Hamilton was in . . . the B. . . . with the virtuous gallant & heroic Nelson. He called it His Guardian Angel & thought he could not be victorious if he did not see it in the midst of Battle. He used to say under . . . Banner I . . . the fatal 21st . . . October . . . and ordered Capt . . ." Sir Geoffrey's revised and corrected version reads: "This portrait of Emma Hamilton was in all the Battles with the virtuous, gallant and heroic Nelson. He called it his 'Guardian Angel'; and thought he could not be victorious if he did not see it in the midst of Battle, he used to say, under his Banner. I grieve (or lament) the fatal 21st of October, when he gloriously fell and ordered Captain Hardy to bring it to me."



SCHMIDT'S PORTRAIT OF HORATIO, VISCOUNT NELSON.

This pastel portrait of Nelson is signed by Schmidt, and dated 1801. It was probably a replica of the portrait made by the artist in 1800, when Nelson was in Dresden on his way to England by the overland route. No doubt Emma Hamilton gave the artist a sitting at the same period.

(Deposited on loan in the National Maritime Museum, Greenwich.)

depend round the neck; the gold medal for the Nile, presented by Alexander Davison, is pinned on the left breast. With more care than most of the English artists who portrayed Nelson (with or without sittings), Schmidt is at pains to show the difference between the left eye, lit up by the light of vision, and the right eye, darkened by irreparable



# DESERT MISCELLANY: BEHIND-THE-LINES SCENES FROM NORTH AFRICA.



TROOPS ARRIVING IN THE MIDDLE EAST GO INTO IMMEDIATE TRAINING FOR DESERT WARFARE. A PRECAUTIONARY EXPLOSION TEACHES THIS SOLDIER TO BE WARY OF BOOBY-TRAPS.



A PLATOON BEING INSTRUCTED IN THE USE OF THE FAMOUS BRITISH 6-POUNDER. THE BREN GUN ATTACHED TO THE BARREL IS FOR TARGET PRACTICE.



A CAPTURED GERMAN DISINFECTOR WAS REPAIRED BY A BRITISH HYGIENE SECTION. IT IS CAPABLE OF DISINFECTING 200 BLANKETS AN HOUR, AND . . .



. . . BY AN INGENIOUS CONTRIVANCE OF HOSE-PIPES AND FOUR SPRINKLERS, WAS UTILISED FOR THE SUPPLY OF WARM WATER TO A DESERT SHOWER BATH.



THIS MERCEDES-BENZ VEHICLE CAPTURED FROM THE ENEMY IS ONE OF THE BIGGEST SEEN IN THE DESERT, AND WAS PROBABLY DESIGNED AS A TROOP-TRANSPORTER.



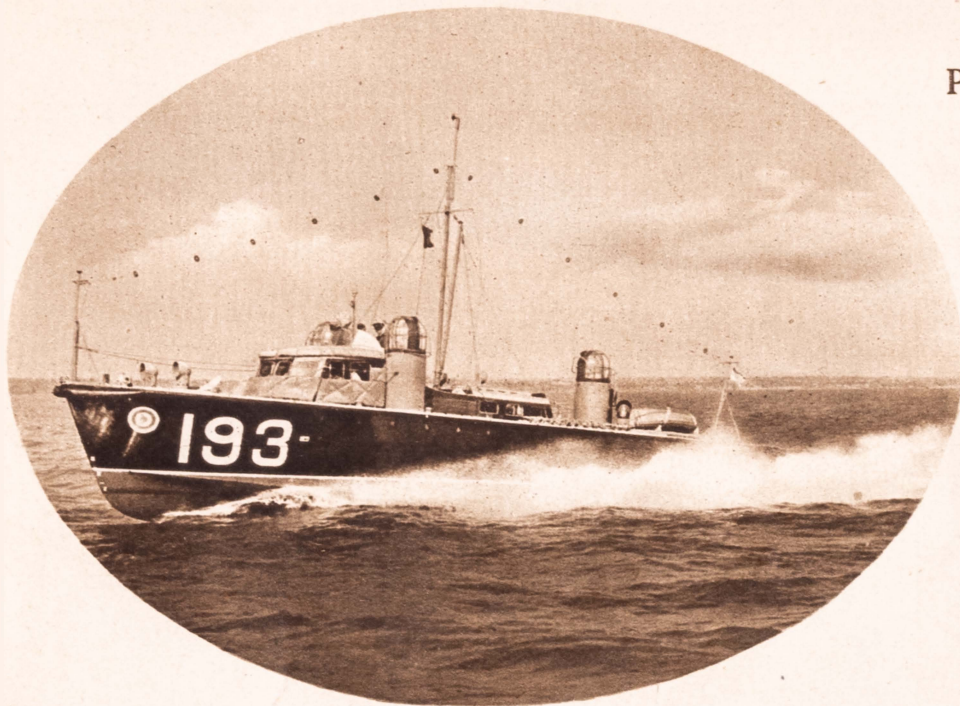
AN R.A.F. SERGEANT, WHO FLIES WITH A SPITFIRE SQUADRON, BARGAINS WITH AN ARAB FOR SOME EGGS TO VARY THE DIET OF AN ADVANCED UNIT.

Our pictures this week throw sidelights on the life lived by our troops in the North African war zone. On their first arrival in the Middle East, the men go to a desert camp for rigorous training under the actual conditions they will face in battle. While one man is seen getting a salutary lesson in dealing with possible booby-traps, others are shown learning how to operate the British 6-pounder gun, which has wrought such havoc amongst the enemy during the Eighth Army's advance and in Tunisia. The Neeson-Werke steam disinfector seen in two of our pictures, captured last

November, was repaired with spare parts found in the desert, and has been ingeniously rigged for the additional purposes of drying wet clothes and providing shower baths for the troops. The captured troop-transporter is another example of German vehicles specially designed for desert warfare. Our final picture, taken at an advanced R.A.F. station in North Africa, shows the self-appointed Mess purchasing agent bargaining to improve the scope of the unit's diet. Under canvas and in constant action, they usually eat on the move—and hard-boiled eggs are useful for that!

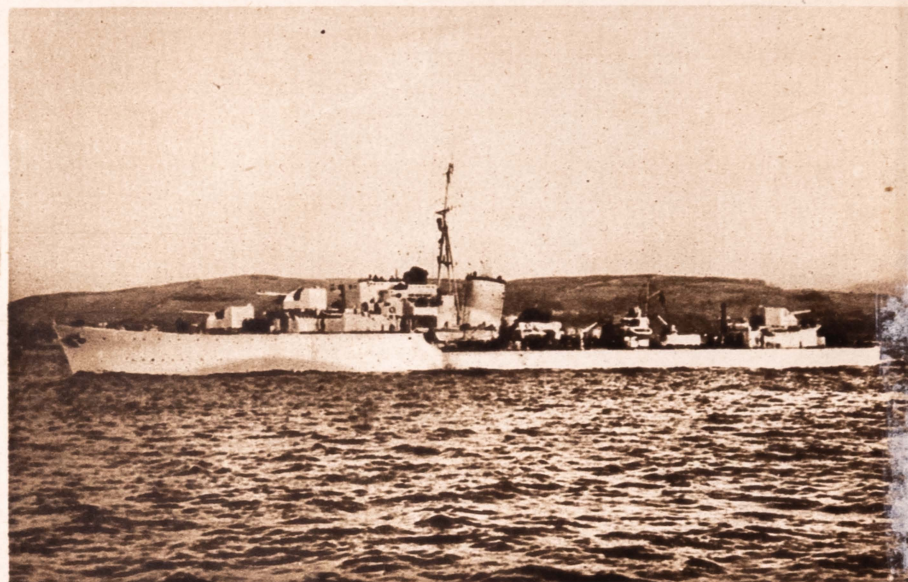


## THE WAR ON LAND AND SEA: PICTURES FROM HOME AND FOREIGN FRONTS



THE LATEST TYPE OF HIGH-SPEED LAUNCH USED BY THE AIR-SEA RESCUE SERVICE OF THE R.A.F. MANY AIRMEN'S LIVES HAVE BEEN SAVED BY THEIR CREWS.

The Air-Sea Rescue Service is operated by one of those groups of men whose gallant work is done quietly and without fanfares. One of the rare occasions when the limelight played on them was the Combined Operations raid on Dieppe, when, working non-stop for 48 hours, they saved 30 pilots out of 98 crashed machines. Our picture shows one of their latest craft, a Thornycroft high-speed rescue launch.



H.M.S. "MATCHLESS": A NEW DESTROYER'S GALLANT FIRST-YEAR RECORD OF CONVOY WORK, SCREENING ACTION, AND MEDITERRANEAN SEA BATTLES.

First commissioned in February last year, H.M.S. "Matchless," one of the new "M" Class destroyers, already has a fine record behind her in starting her second year at sea. She has escorted three convoys to Russia and on to Malta, has acted as a screen to units of the Home Fleet, and has fought Italian cruisers and destroyers in the Mediterranean. Not least of her achievements she has fought her way through no fewer than 269 attacks from the air.



DESERT TROOPS, WOUNDED IN THE NORTH AFRICAN ADVANCE, ARE HOME AGAIN FOR HOSPITAL TREATMENT.

Men of Montgomery's victorious Desert Army, wounded in the campaign which drove Rommel out of Egypt, Libya, and Tripolitania, are beginning to arrive in England. Our picture shows a batch of them, wearing home-again smiles, in a Red Cross train en route to a hospital in the country, where they will be nursed back to health.



A MEMBER OF THE ROYAL OBSERVER CORPS, IN THE NEW UNIFORM.

It was announced last week that the Air Ministry had approved a scheme of reorganisation for the Royal Observer Corps, including the creation of more appropriate ranks. A uniform resembling that of the R.A.F. is to be worn, and navy-blue braid will replace black braid to denote the rank of officers.



ONE OF ROMMEL'S RECONNAISSANCE TROOPS DIGS HIMSELF A BED IN THE SANDS OF NORTH AFRICA.

We have seen pictures of civilians in the oppressed countries of Europe digging their own graves, while their German executioners stand sardonically over them. This picture shows a German soldier in North Africa digging his own—bed. It came from an enemy source, and the German caption said that Rommel's troops find such beds more comfortable than a four-poster.



IN THE SERBIAN MOUNTAINS: A COLUMN OF GERMAN PRISONERS BEING MARCHED TO INTERNMENT AFTER THEIR CAPTURE BY YUGOSLAVIAN GUERRILLAS.

Recently smuggled out of Yugoslavia, this picture illustrates one of many heroic stories of the continued fight against the Axis in that unsubjugated country. Serbian guerrillas, under the command of the famous General Mihailovitch, have waged a ceaseless war against the invaders, swooping on one strong-point after another, slaughtering the enemy and taking many prisoners. Our picture was taken after an action of this type in the mountainous district of Western Serbia, home of the guerrilla armies.



A PARTY OF LIBYAN ARAB POLICEMEN, DESERTERS FROM THE ITALIAN ARMY, RIDE INTO THE BRITISH LINES TO GIVE THEMSELVES UP.

There have been many desertions from the enemy lines in North Africa. One of them is illustrated here. The party, who arrived at a British position in the desert one day, had deserted their Italian masters and made the trip to our lines on horses and mules. Libyan Arab policemen, they were called, of the Carabinieri from Benghazi and Tripoli, and all are members of the Senussi tribe. They seemed very cheerful when they found themselves among the British troops.



# INDIAN AND CHINESE RECRUITS—ABORTIVE JAP RAID ON CALCUTTA.



YOUNG INDIA FLOCKS TO JOIN THE ARMY: AN IMPRESSIVE SCENE AT AN INDIAN TRAINING CENTRE WHERE THOUSANDS OF RECRUITS ARE UNDERGOING INSTRUCTION.



MEMBERS OF A CHINESE TASK FORCE, TRAINED BY AMERICAN OFFICERS, AND ASSIGNED TO DUTY IN INDIA, ON THEIR WAY TO A RAILROAD STATION.

Despite the recent fast of Gandhi, which proved a political flop, and the continued intrigues of the Congress Party, who have rapidly "lost face" in India in the past months, the real outlook of the robust Indian fighting races has been evidenced in the voluntary recruitment of Sikhs, Mahrattas, Gurkhas, etc., who have flocked to the Colours. During the past dry season Marshal Wavell's advance against the Japanese in Burma has been marked by caution, but politically British arms have shown the world, and particularly India itself, that they are strong enough to advance against the Japs who, in their original rush tactics, seemed to some to be invincible. It is true that the whole of the Arakan coastal strip has not been completely cleared, and we have not yet secured Akyab port, but it has been made largely untenable



THREE JAPANESE RAIDERS OVER CALCUTTA, SHOT DOWN IN FOUR MINUTES BY AN R.A.F. FIGHTER: INDIAN BOYS INSPECTING THE WRECKAGE OF ONE MACHINE.



THE SECOND JAPANESE MACHINE BAGGED OVER CALCUTTA ONE NIGHT IN JANUARY, WHEN THREE RAIDERS WERE PROMPTLY SHOT DOWN BY AN R.A.F. FIGHTER.



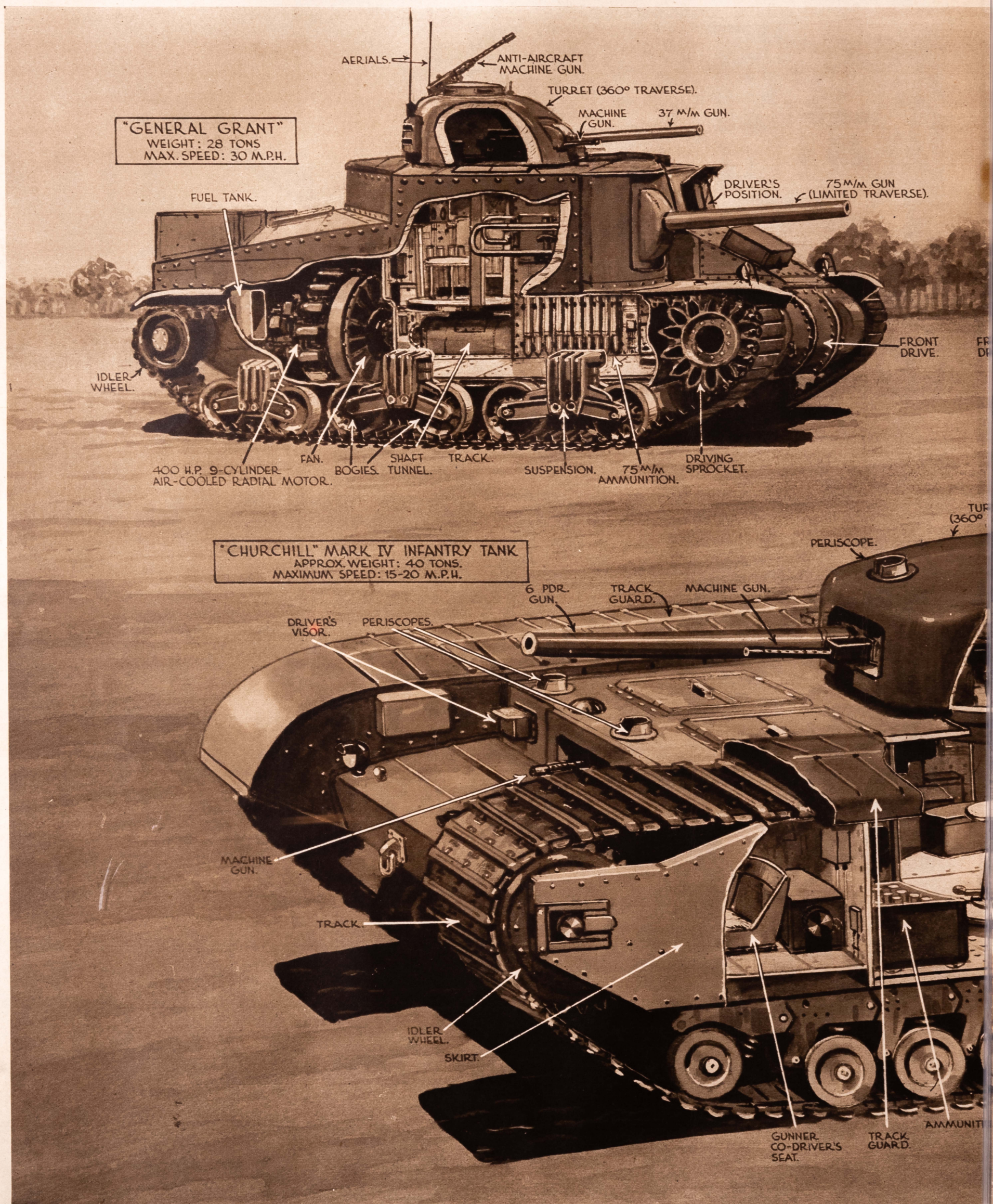
THE THIRD WRECKED JAP MACHINE IN A PLOUGHED FIELD NEAR CALCUTTA. THE ENEMY "LOST FACE" WITH THIS ABORTIVE ATTACK SO PROMPTLY SMASHED.

to the enemy. North Burma is no longer in his hands. On the other side of the Chin hills he completely failed to consolidate his position in that wild, mountainous region. Our troops have carried out continuous guerilla tactics on railways, supply depôts and strategic points. Casualties on both sides have not been light. In the air Allied aircraft have definitely obtained the ascendancy.



## THREE FAMOUS TANKS RESPECTED BY THE AXIS: THE

DRAWN BY OUR SPECIAL ARTIST, G. H. DA



## DETAILS OF THREE MODELS BENEATH WHOSE ATTACK THE ENEMY HAS ALREADY STAGGERED

These drawings by our artist, who worked on them in co-operation with the War Office, reveal for the first time some of the interesting internal arrangements of three famous tanks, all of which have already earned the respect of the Axis in the North African theatre of operations and are likely to play important rôles in future war zones. The British-built Churchill tank is undoubtedly one of the finest yet designed for its purpose—that of a supporting weapon for infantry. Like most other designs, it had its "teething troubles"—questions, it will be remembered, were asked about it in

Parliament—but these were overcome and it has since proved its worth, not only in North Africa, where war correspondents have spoken highly of its qualities, but in Russia, where, in the hands of our allies, it did sterling work in driving back the Germans from Stalingrad. The Churchill has massive armour protection, and is now fitted with the famous 6-pounder gun in place of the original 2-pounder, and has in addition two heavy machine-guns. Its heavy tracks, passing high over its hull, are reminiscent of the tanks of World War I., but its performance is a vastly different proposition to that



[illegible]

witnessed in the days of Cambrai. Approximately 40 tons in weight, the Churchill houses a crew of five men, and its liquid-cooled horizontally-opposed petrol engine gives it a speed of 15-20 m.p.h. The other two tanks illustrated are American products, though it was recently stated that British engineers had a hand in their design. The General Grant model came into action in Libya as an answer to the German Mark IV.s with their 75-mm. gun. The air-cooled radial engine of the General Grant had the advantage that, in case of breakdown, it could quickly be removed bodily and replaced

by another engine. The main disadvantage of the model, as was pointed out in "The Illustrated London News" at the time, was the limited traverse of the gun—an error cured in the later and greatly improved version, the Sherman. It was Sherman tanks which gave Rommel such an unpleasant surprise at El Alamein. Their massive cast-steel turrets revolve in a full circle, carrying the 75-mm. gun through a complete traverse of 360 degrees. The Sherman, which can be fitted with either a Diesel or a petrol engine, is now in service in very large numbers with the Allied forces in North Africa.

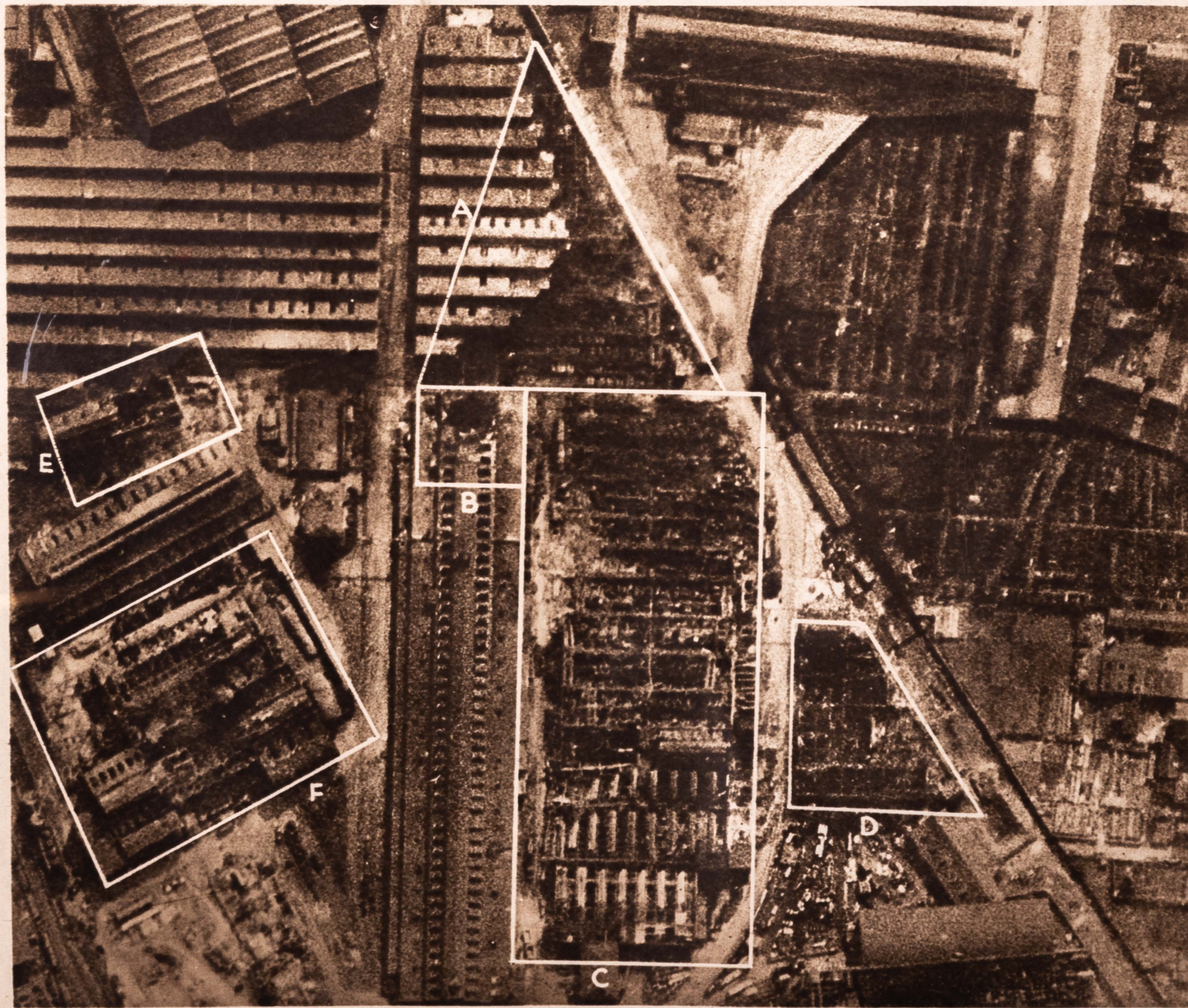
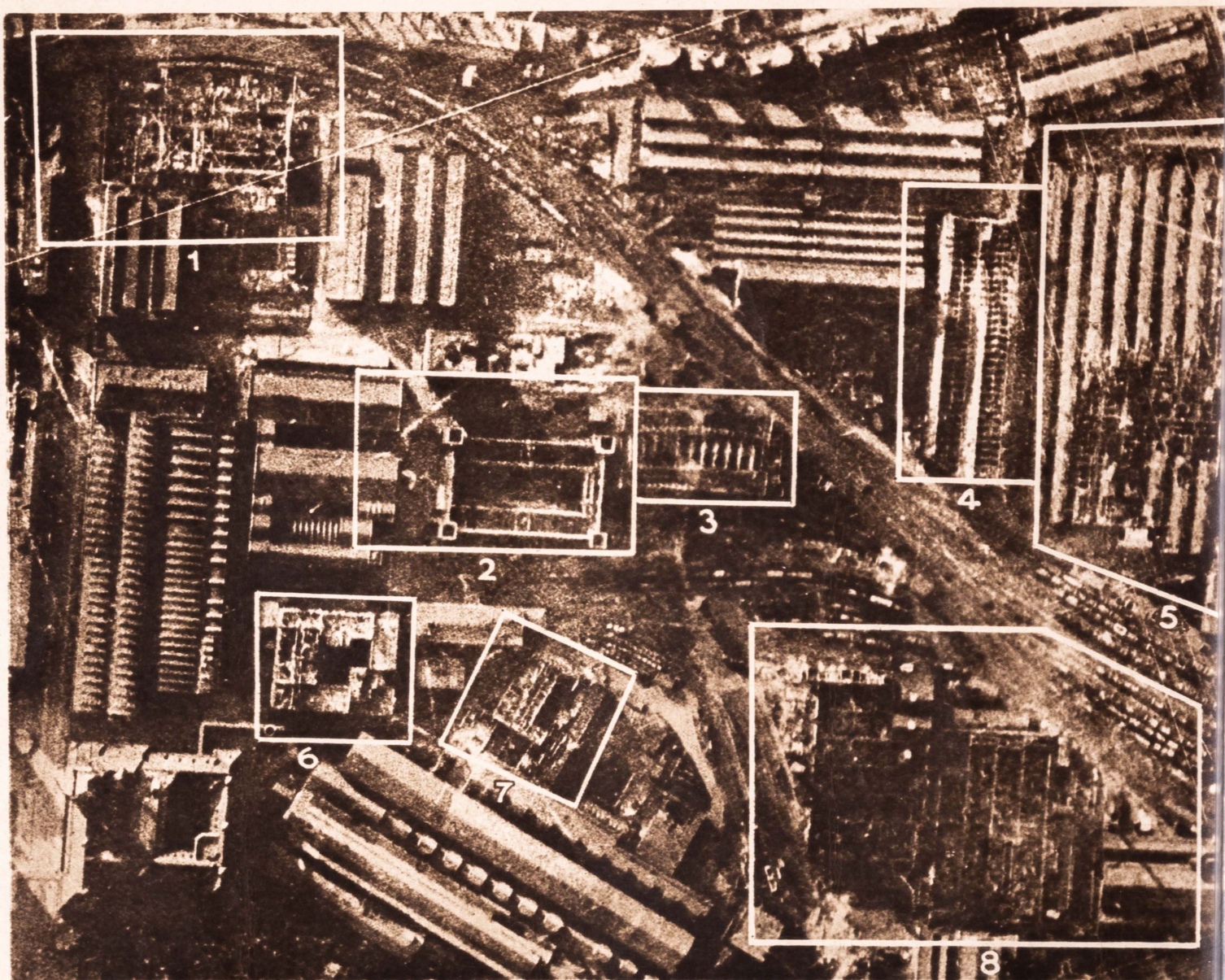


# "MOST CONCENTRATED AIR ATTACK OF THE WAR": CH

ESSEN, where Krupp's works employ 175,000 workers, on March 5 and again on March 12, suffered two of the most devastating blows yet delivered by R.A.F. Bomber Command in the war. Of the earlier attack Sir A. Sinclair, Minister for Air, told the House that it was probably the heaviest blow struck at German war industry in the whole course of the Bomber offensive. In Krupp's works thirteen main buildings were destroyed or severely damaged and injury was seen in at least forty other factory buildings, sheds, or workshops, the

[Continued below, centre.]

BOMBER COMMAND'S RECENT FIRST AIR RAID ON KRUPP'S IMMENSE ARMAMENT WORKS ON THE NIGHT OF MARCH 5-6 WAS DESCRIBED AS THE HEAVIEST AND MOST DEVASTATING IN ALL AIR WAR HISTORY. OUR PICTURE (RIGHT) SHOWS THE FOLLOWING HEAVILY-DAMAGED SECTIONS: 1—ASSEMBLY SHOP; 2 TO 5—MACHINE SHOPS; 6—ADMINISTRATIVE OFFICES; 7—FOUNDRY; 8—FURNACES.



[Continued.] majority in the works, including damage to houses as furnaces and forges. of Krupp's total destruction built-up area of 450 acres and 75 per cent of buildings were destroyed or gutted. 30,000 people, mostly Krupp employees, had no houses, and an additional thousand rendered homeless. In this raid, 1000 tons of explosive and incendiary bombs were dropped, one of the most concentrated raids by Bomber Command. The whole

(LEFT.) DEVASTATION OF THE SECOND MARCH 12TH RAID, WHICH SURPASSED THE FIRST. ONE, FACTORY RAILROAD TUNNEL AND ELECTRIC PARALYSED IN ANOTHER SECTION. KRUPP'S THROTTLED WERE OUT OF ACTION. A—LIGHT RAILWAY; B—SHEET-METAL WORKS; C—SHEET-METAL WORKS (DAMAGED BY RAID); D—PRESS SHOP; E—HOUSES; F—RE



# AFTER THE R.A.F.'S TWO SHATTERING RAIDS ON ESSEN.



*Continued.*  
and tens of thousands left homeless. Not without significance is the fact that German newspaper references to our raids on the key cities of the Reich, appear to reflect the deep anxiety they are creating in official quarters. Gone is the old supercilious theme that bombing cannot change the course of the war. The extent of the damage inflicted is no longer described as trifling. The "Kölnische Zeitung" said recently, "None will deny that the nerves of the population in Western Germany are strained to breaking point. The population must overcome its sense of desperation."

(LEFT.) THE SECOND ATTACK, ON FRIDAY, MARCH 12, WAS A FITTING SEQUEL TO THE FIRST. IT LEFT ESSEN IN CHAOS AND MARTIAL LAW WAS PROCLAIMED. THIS PHOTOGRAPH, TAKEN THE DAY AFTER WITH THE HEART OF KRUPPS STILL BURNING, INCLUDES: A AND B—ROLLING STOCK SHOPS; C—LOCO WORKS, OCCUPYING 85,000 SQUARE YARDS; D—LOCO TENDER SHOP; E—MACHINE SHOP AND WIRE ROLLING MILL.

the attack fell on the centre of the town, left most completely devastated. Krupps, as Sir A. Sinclair, is the largest individual armament and engineering plant in Germany. Many key sections were struck in the second raid, in which we dropped twenty-three bombs. Fifty-three separate sections of the works are affected by the R.A.F. pounding, many of them key points. Machine assembly shops, engineering shops, rolling mills were crumpled by explosives or destroyed by fire. Essen—second largest city in Germany, Cologne being first—is to-day in a chaotic condition, martial law proclaimed, shops closed, transport electricity paralysed.

(Continued above, right.)



(LEFT.) THE SHATTERING EFFECTS OF BRITISH HEAVY BOMBS ON ESSEN IN THE NEIGHBOURHOOD OF KRUPPS WORKS, WHERE THREE TONS OF BOMBS CRASHED ON THE TOWN EVERY FOUR SECONDS. KRUPPS HAS BEEN COMPLETELY DEMOLISHED, AND IN THE ADJOINING AREA INHABITED BY THE EMPLOYEES THE EFFECT OF BLAST ALONE HAS LEFT SCARCELY A ROOF STANDING.



## DESIGNS FOR COTTAGES TO BE BUILT THIS YEAR.



TYPICAL DESIGNS FOR RURAL HOUSES TO BE BUILT THIS YEAR: IN THIS STYLE THE ROOFS ARE HIGH-PITCHED AND THE HOUSES BUILT IN ROWS OF FOUR. THE DESIGN IS SIMPLE AND FREE FROM ALL NON-ESSENTIALS.



A TYPE DESIGN FOR RURAL HOUSES WITH MEDIUM-PITCHED ROOFS. WHEREVER POSSIBLE THE STYLE OF EXISTING HOUSES IN A VILLAGE IS STUDIED SO AS NOT TO DESTROY THE CHARACTER OF THAT VILLAGE.



FOR USE IN SUITABLE SURROUNDINGS, A FLAT ROOF, CONTAINING NO TIMBER, IS SUGGESTED FOR THIS TYPE OF DWELLING.

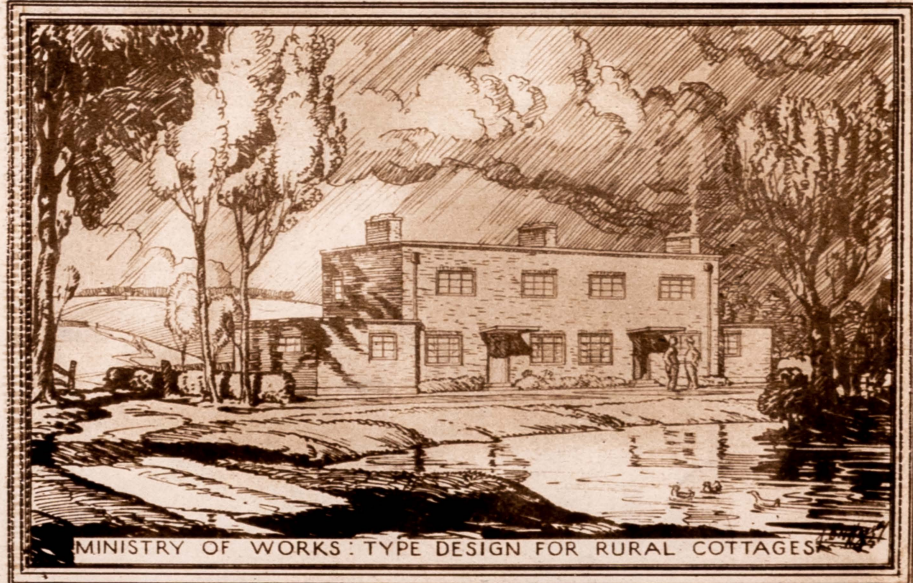
The Ministry of Works, in consultation with the Ministries of Health, Agriculture and Town and Country Planning, has prepared certain designs for the rural cottages which it is proposed to erect this year for agricultural workers in various parts of the country. Under the scheme, which was announced by Mr. Ernest Brown, Minister of Health, on February 4, it is intended to build 3000 cottages, each with three bedrooms, and most of them with a parlour as well as a living-room. The idea is to begin building next month, and the Ministry of Works has, therefore, issued these designs, of parlour-type cottages, with accompanying specifications, for the assistance of the architects who, under the local authorities, will be engaged for the building of the houses. A housing problem seems always to have existed in modern civilised countries, arising from high costs, permanence, and rent; but none of these three are the problems besetting the authorities in present circumstances, but simply to secure permanent dwellings that will be suitable for the housing of agricultural workers and attractive in their environment, although built under wartime conditions, which mean acute shortage of materials and especially of timber. Another difficulty which has to be overcome is that of transport, therefore as much as possible of the material needed must be obtained on the spot. Particular importance is attached to the arrangements of the dwellings; for example, the repetition of houses built in separated pairs may destroy the character of a village street, and rows of four or terrace-houses are shown in the typical designs. The colour of the materials is also being carefully studied, and colour washes will be used where the shade of bricks is out of keeping with the surroundings. In



A DIFFERENT TYPE OF RURAL COTTAGES WITH HIGH-PITCHED ROOFS. THESE ARE SHOWN AS BUILT IN SEPARATED PAIRS.



A ROW OF FOUR OR TERRACE-HOUSES WITH MEDIUM-PITCHED ROOFS. THE ROOFS ARE DESIGNED WITH THE UTMOST SIMPLICITY AND ECONOMY.



A SEPARATED PAIR OF COTTAGES WITH FLAT ROOFS: PARTICULAR IMPORTANCE IS ATTACHED TO THE ARRANGEMENT OF THE HOUSES UNDER THE SCHEME.

some places, a flat roof containing no timber will cover the cottages, but elsewhere the traditional tiled roof will be essential, and provision is made for both high- and medium-pitched roofs for dwellings to be built amongst old houses having similar roofs. All such roofs must be designed with the utmost simplicity and economy; gables being preferred to hipped ends, and excessive spans being discouraged. This simplicity, of course, applies throughout, and the designs are free from all non-essentials. There are no bay windows. At a conference held recently, Lord Portal, Minister of Works, was asked whether, in some cases, money could not be better spent on reconditioning existing cottages which were in disrepair, than in erecting new ones. The answer was that it was a matter for the Minister of Agriculture, to whose attention it would be brought. With regard to the adequacy of kitchen space, an official of the Ministry of Works said that the living-room as well as the kitchen might be used for cooking. It is perhaps not realised by the general public that the Ministry of Works is the central department for all matters pertaining to building. It is responsible for the whole country's building programme, and therefore for the supply of all materials. Its chief interest in the question of design is from the point of view of economy: economy of labour and of materials. The Ministry of Health is responsible for the housing policy and, of course, for the standard of accommodation provided. Working together, therefore, the new proposed cottages for agricultural workers should prove of definitely good value and not necessarily inferior in quality or appearance to those erected by the old craftsmen. Post-war construction is also being planned by the Ministry on a large scale.



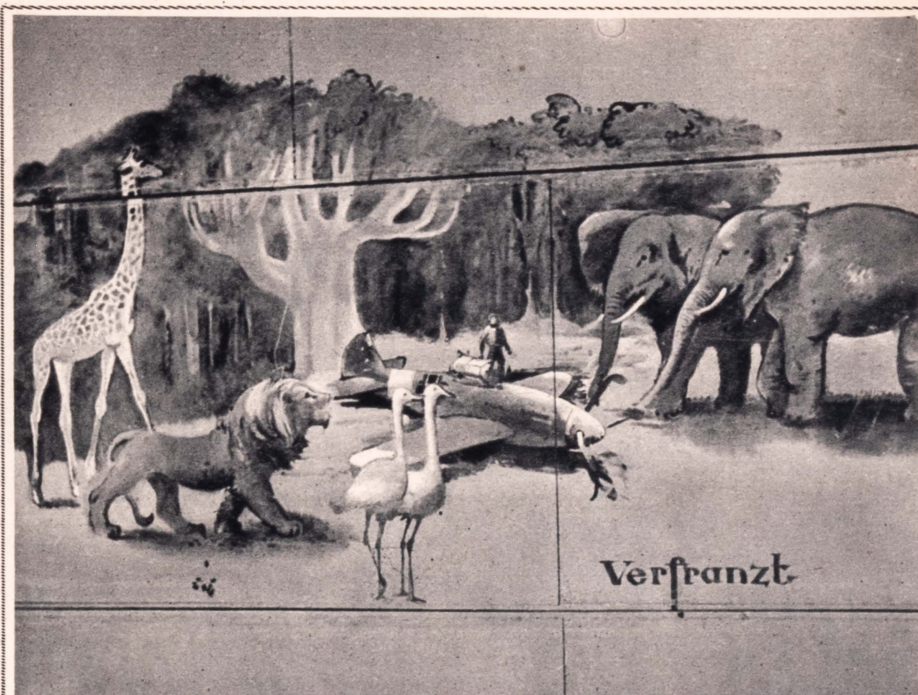
# ROMMEL'S "HUT" AT EL DABA: TEUTONIC ART IN THE WAR ZONE.



WHERE ROMMEL IS SUPPOSED TO HAVE LIVED AND WORKED WHEN AXIS FORCES OCCUPIED EL DABA. AN INTERIOR VIEW OF THE HUT.

IT is obviously impossible to be quite sure, but it is thought by the authorities that the hut shown on this page was the one used by Rommel as his headquarters when the Axis Forces were in occupation of El Daba, due west of El Alamein. Whether the strange paintings on the interior walls of the hut are an indication of Rommel's artistic taste or not, we are unable to say, but they certainly have a Teutonic flavour about them, and were probably much admired and highly prized by the Commander-in-Chief of the Afrika Korps and his Staff. The hut is now used by the Town Major as his private living quarters.

(RIGHT.) THE EXTERIOR OF ROMMEL'S ONE-TIME HEADQUARTERS. IT IS NOW USED BY THE TOWN MAJOR AS HIS PRIVATE LIVING QUARTERS.



ONE OF THE REMARKABLE PAINTINGS ON THE WALLS OF ROMMEL'S HUT AT EL DABA: MAYBE SYMBOLICAL, BUT CERTAINLY NOT ARTISTIC.



ANOTHER OF THE PAINTINGS: PERHAPS THE SHORTAGE OF FOOD IN GERMANY WAS TO BE OVERCOME BY THE AXIS VICTORY IN AFRICA?



AND YET ANOTHER WALL DECORATION AT EL DABA: A PEACEFUL NATIVE SCENE WHICH SEEMS OUT OF PLACE BESIDE THE TWO OTHERS SHOWN HERE.



# WATER-DIVINING SOLVES AN R.A.F. SUPPLIES PROBLEM IN THE DESERT.



AN R.A.F. DOWSER STRIKES WATER IN THE DESERT: HE HOLDS HIS FORKED TWIG POINTING UPWARDS AS HE WALKS SLOWLY OVER THE GROUND.



WATER IS LOCATED, AND THE DIVINER'S TWIG POINTS TO THE GROUND: THE TWIGS ARE USUALLY OF HAZEL (THE TRADITIONAL MATERIAL) OR WILLOW.



AFTER THE WATER IS DISCOVERED, AIR-CREW VOLUNTEERS DIG A HOLE, AND THE DIVINER GOES DOWN TO INSPECT.



TIPPING THE FIRST BUCKET OF WATER INTO A CAN FOR TESTS. TO BE ABLE TO FIND WATER BY THIS METHOD IS AN EXTREMELY USEFUL ACCOMPLISHMENT.

Water supplies are a problem for Air Force squadrons moving forward in the desert, and, as a rule, water is carried to the camps in huge tanks from the nearest wells, which are often miles away. One South African Air Force light-bomber squadron, however, suddenly found it had a dowser amongst its officers, so as soon as they pitched camp in Tripolitania, he went to work with his forked stick and found an underground stream. Air-crews started digging, and, at a depth of 20 ft., found

a plentiful supply of water. The "Encyclopædia Britannica" informs us that "the art of using a divining-rod for discovering something hidden is of immemorial antiquity. . . . The 'dowsing,' or divining-rod dates from its use by prospectors for minerals in the mining districts of Germany in the 15th century." The forked twig was brought to England by the merchant venturers during Elizabeth's reign, but as mining declined in Cornwall its use was transferred to water-finding.



# PERSONALITIES AND EVENTS OF THE WEEK.

# PEOPLE IN THE PUBLIC EYE TO-DAY.



**MAJOR C. A. J. MARTIN.**  
Captain (temporary Major) Martin, M.C., has been awarded the George Cross in recognition of "most conspicuous gallantry in carrying out hazardous work" of a secret nature. He is forty-five years old and an electrical engineering expert doing experimental work with the Royal Engineers. He won the M.C. in the last war for extinguishing a blazing ammunition dump in France.



**COMMANDER RICHARD CAYLEY.**  
Commander Richard Cayley, known as "Harmonica Dick," is missing with his Submarine P.311, recently announced as overdue and presumed lost. Commander Cayley won the D.S.O. and two Bars whilst with the submarine "Utmost," one of the most successful of our overseas craft, also announced as lost last January.



**WING COMMANDER R. C. PORTEOUS.**  
Wing Commander Porteous, who has recently been awarded the D.S.O., is the leader of a "tank-buster" squadron which has been operating in the Western Desert since last June. This squadron was probably first selected to use the tank-busters because the pilots are rather older and more experienced than others there.



**MAJOR W. LE PATOUREL.**  
Captain (temporary Major) Le Patourel, of the Hampshire Regiment, has been awarded the V.C. for conspicuous gallantry in action in the Tebourba area of Tunisia on December 3, 1942. It was gazetted as a posthumous award, but it has since been officially stated that he is a prisoner of war in Italy. He tackled, single-handed, with a pistol and grenades, enemy machine-guns at close quarters.



**DR. LAURENCE BINYON.**  
Dr. Laurence Binyon, who died on March 10, was a famous poet, an authority on many branches of art and for forty years an official in the British Museum, from which he retired in 1933 after having been for a year Keeper of Prints and Drawings. He was a scholar and writer of wide attainments, and the author, in particular, of the world-renowned poem, "For the Fallen."



**MR. J. P. MORGAN.**  
The American financier, head of the banking firm of J. P. Morgan and Co., of New York, and of Morgan, Grenfell and Co., of London, John Pierpont Morgan, died on March 13. He was a man of great power and influence in American and in international finance, and, like his father before him, he took a keen interest in collecting works of art and literature. He was a great philanthropist.



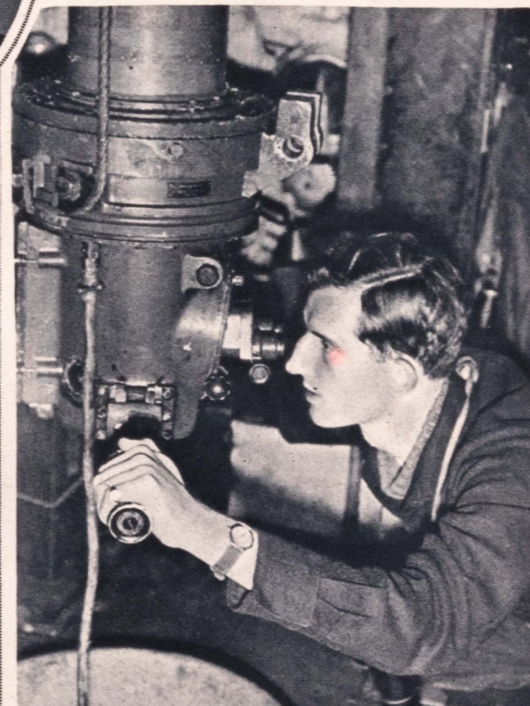
**THE NEW SPEAKER, COLONEL D. CLIFTON BROWN, IN HIS OFFICIAL ROBES.**  
A photograph, showing Colonel D. Clifton Brown wearing his robes, taken at the Speaker's House after his election as Speaker of the House of Commons in succession to the late Captain FitzRoy. Colonel Clifton Brown was formally elected, in conformity with the traditions of the House, on March 9, and his unanimous election gave general satisfaction.



**SIR ALFRED BAKER.**  
Sir Alfred Baker, a member of the London County Council since 1919 and Socialist representative for South Hackney since 1925, has been elected Chairman of the L.C.C. in succession to Mr. J. P. Blake. His nomination was proposed by Mr. Herbert Morrison, its former Chairman.



**SIR PHILIP CHETWODE.**  
The Chairman of the Executive Committee of the Red Cross and St. John War Organisation since 1940, Field-Marshal Sir Philip Chetwode has been appointed Constable of the Tower of London, in succession to Field-Marshal Sir Claud Jacob. C.-in-C., India, 1930-35.



**H.M. SUBMARINE "UMBRA" HOME: HER COMMANDER, LIEUT. MAYDON, AT THE PERISCOPE.**  
The "Umbra" (P.35) has returned home after more than 12 months' service in Mediterranean waters. Under the command of Lieut. Maydon, D.S.O., the submarine has fought many daring actions and wrought much destruction among enemy shipping. Her strangest adventure was when she "torpedoed" an enemy aircraft in mid-air.



**MEN WHO SHOT UP A NAZI CONVOY: (L.-R.) SUB-LIEUT. THE HON. J. V. FISHER, LIEUT. K. GEMMELL, AND SUB-LIEUT. W. M. BROWN.**

British light Naval forces attacked an enemy convoy off the Dutch coast in the early morning of March 10. Led by Lieut. Kenneth Gemmell, R.N.V.R., of Bridlington, motor torpedo-boats fought a sharp action and left a German tanker, a minesweeper and a "flak" trawler on fire. These M.T.B.s have been meeting with a lot of success lately in their patrols and have fought many successful engagements with enemy ships, vastly superior in size and frequently in numbers.



**AN EMPIRE "AFFAIR": COMMANDING OFFICERS OF M.G.B.'S FROM THREE COUNTRIES HELP TO ROUT E-BOATS IN THE NORTH SEA.**

In the early hours of Monday, March 8, motor-gunboats of the Royal Navy engaged a group of E-boats in the North Sea. One of the E-boats was destroyed, and the others turned tail and fled. Among the officers who took part in this engagement, were men from Britain, Australia, New Zealand, and Canada. Our picture shows, left to right: Lieut. C. A. Burke, from Toronto; Lieut. J. S. Price, from Blackpool; and Lieut. C. V. Dale, from Sydney.





# BRITAIN'S MOBILE INFANTRY: A MODERN MOTOR BATTALION IN THE FIELD, GOING INTO BATTLE, WITH

DRAWN BY OUR SPECIAL ARTIST

The historic courage of the British infantryman through history was dealt with by our military correspondent, Captain Cyril Falls, on January 2. With new weapons, wrote Captain Falls, the Tommy can now play his old part. In the above drawing our artist shows the dispositions (necessarily over-concentrated for purposes of reproduction) of a British motor infantry battalion going into action in the field. A company (top, left) is seen attacking a strong-point, the sections advancing behind infantry tanks allotted for the assault. In the centre, a company is drawn up, its personnel paraded behind their vehicles and its scout platoon in advance positions. In the foreground, stretching along the road to the left, another company is marching forward to support the attack, its scout platoon, on Bren-carriers, passing through the ranks to the front. [Continued opposite.

1. No. 1 Company attacking enemy positions behind infantry tanks allotted for the assault.  
2. No. 2 Company drawn up behind its vehicles (A) Scout platoon in Bren-carriers; (B) Company H.Q. platoon; (C) Sections of platoons—one section to each 15-cwt. vehicle.





ITS RESERVES MOVING UP IN SUPPORT. THE DISPOSITION OF THE FOUR COMPANIES EXPLAINED.  
CAPTAIN BRYAN DE GRINEAU.

No. 3 Company de-bussed and moving forward to follow on No. 1 attacking Company; (D) Platoons advancing in sections; (E) Scout platoon passing through infantry.

No. 4 Company taking up position on right flank: (F) Battalion H.Q. transport; (G) Signal platoon; (H) H.Q. Company—administration and ammunition and supply transport.

*Continued.* At top, right, the fourth company is taking up its position on the right flank. The nerve-centre of the operation, the Battalion H.Q., is seen grouped with transport vehicles on the right, behind the company drawn up in the centre. The multiplicity of weapons and vehicles making up the battalion would seem strange to an infantryman of the last war, whose main concern was to hang on to his rifle! A striking comparison between the two types of warfare is provided by figures recently quoted in America, showing that whereas an infantry division of the 1914-18 war was equipped with 3,300 horse-power, a modern armoured division has 400,000 horse-power at its disposal.



## HOW BRITAIN GAINED SUPREMACY IN THE MEDITERRANEAN

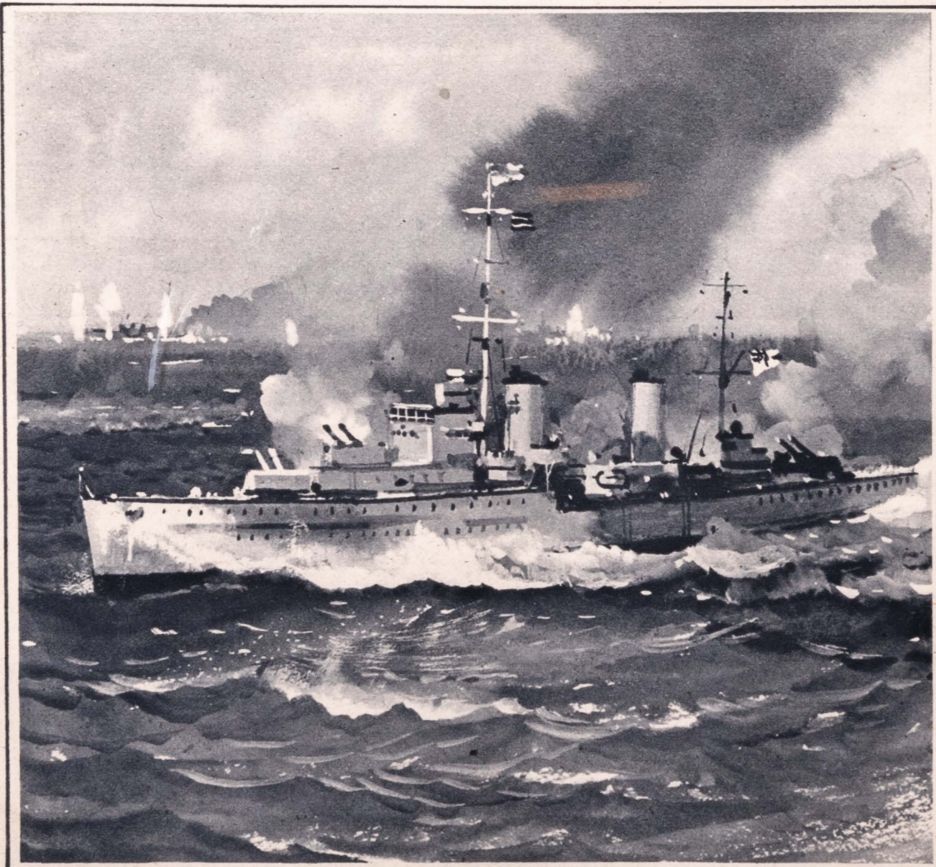
PAINTINGS BY OUR SPECIALIST



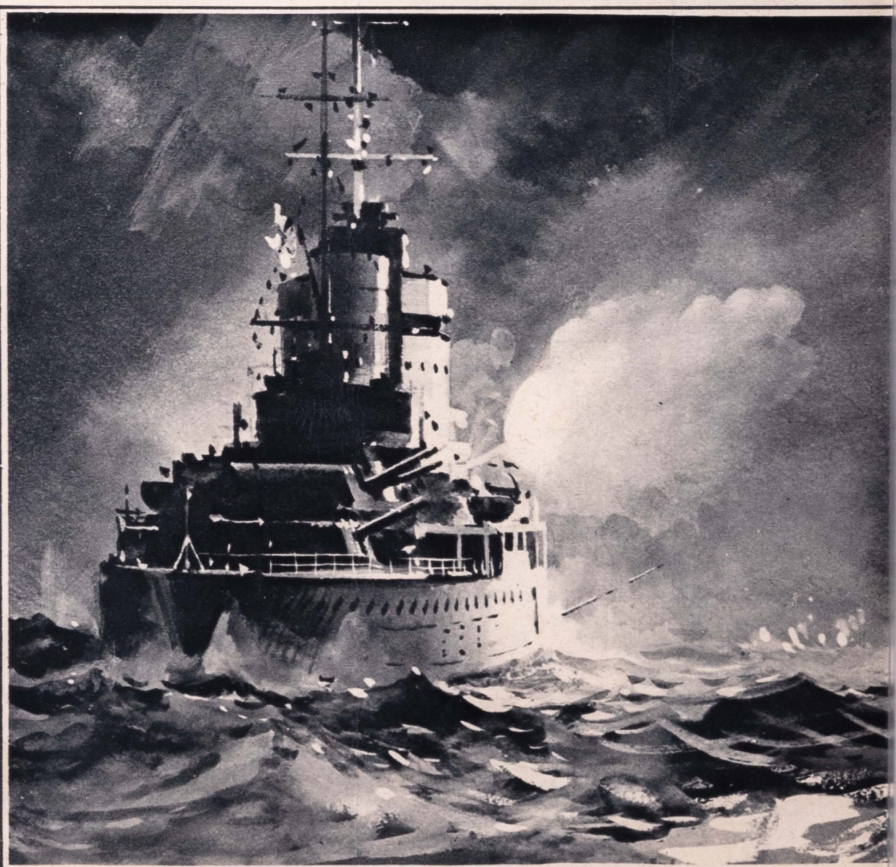
WHEN ADMIRAL CUNNINGHAM WAS COMMANDER-IN-CHIEF: THE ACTION OFF CALABRIA, JULY 9, 1940, WITH H.M.S. "WARSPITE" ATTACKING THE ITALIAN BATTLE FLEET, SUPPORTED BY THE AIRCRAFT-CARRIER "EAGLE." IN THIS ATTACK, THE ENEMY'S HOPE BEING TO LURE THE FLEET INSHORE, THE ADMIRAL SAID: "BY MAGNIFICENT SHOOTING 'WARSPITE' DAMAGED THE ITALIAN FLAGSHIP AT 26,000 YARDS, AND AIR ATTACKS FROM 'EAGLE' THREW THE ENEMY INTO CONFUSION."



ON NOVEMBER 11, 1940, THE FLEET AIR ARM ATTACKED THE ITALIAN BATTLE FLEET LYING IN TARANTO HARBOUR. THREE ENEMY BATTLESHIPS WERE CRIPPLED AND TWO DESTROYERS WERE SUNK. SIR ANDREW STRESSED "THE WORK OF THE CARRIER AND COVERING FORCES WHICH HAD TO BRING THE ATTACKING AIRCRAFT TO WITHIN 150 MILES OF THE ITALIAN MAIN NAVAL BASE." IT WAS ONE OF ADMIRAL CUNNINGHAM'S MOST SPECTACULAR VICTORIES.



FIGHT OFF CRETE, JULY 19, 1940. H.M.A. CRUISER "SYDNEY" IN ACTION AGAINST "BARTOLOMEO COLLEONI," WHICH SHE SANK, AND ANOTHER CRUISER WAS DAMAGED.



H.M. CRUISER "AJAX" IN THE BATTLE OF CAPE MATAPAN, MARCH 27-28, 1941. HER "BRILLIANT NIGHT ACTION OFF SICILY," COMMENTED ADMIRAL CUNNINGHAM.

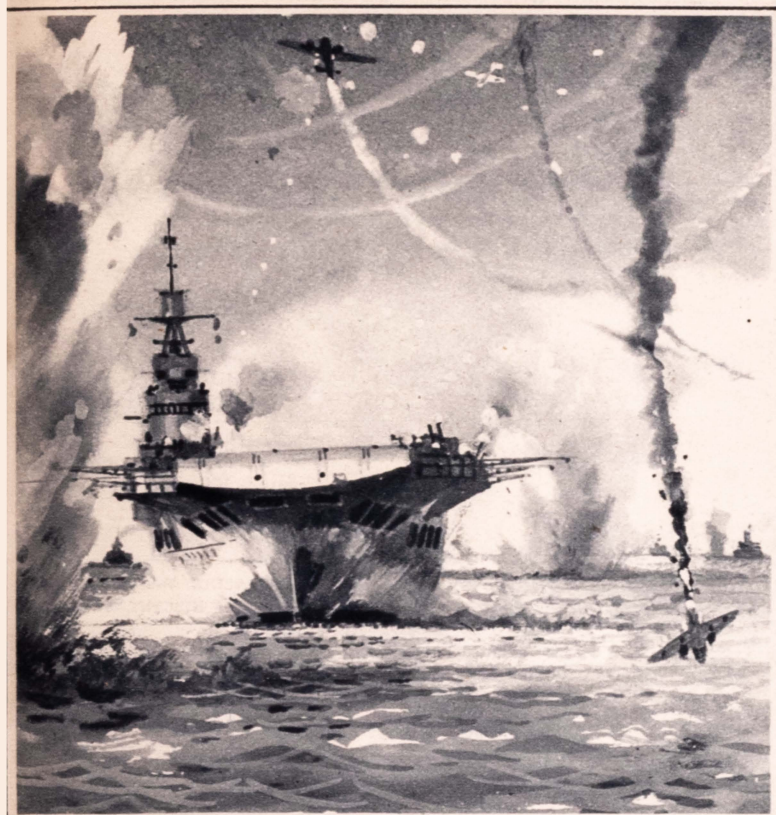
On March 17, the Admiralty published a fascinating account of the naval war in the Eastern Mediterranean from September 1939 to March 1941, by which time British supremacy had been vigorously asserted at Taranto and Matapan. The booklet, entitled "East of Malta, West of Suez," price 1s., is now on sale. The part played by the British Fleet under the command of Admiral Cunningham (now Admiral of the Fleet) had a vital importance in world strategy, for had it proved unable to maintain its control of the eastern basin against greatly superior forces, Malta, Suez and Alexandria might have fallen, the campaigns in Abyssinia and Syria would hardly have been possible, our whole Middle East position would have been endangered, and the Axis might have reached the Indian Ocean from the west. Above, our special artist, C. E. Turner, has painted some of the

more outstanding episodes over that period, based on Admiral Cunningham's own reports. It was one throughout in which the Mediterranean Fleet was handicapped by the want of adequate air support, a fact strongly stressed by the Admiral on May 26 last year in London, our forces having consistently lacked the essentials to complete victory. The collapse of France left our inadequate Mediterranean Fleet, of a few old warships "and nothing else," in an anxious position, which through very weakness compelled a policy of aggressiveness, and we started a series of sweeps in the Central Mediterranean, handicapped by our "weak" air reconnaissance strength. In the Calabria action the Admiral believed that the enemy's intention was to entice the Fleet towards his coasts and destroy it, but instead, the "magnificent shooting of the old battleship 'Warspite' and air attacks by the carrier 'Eagle'

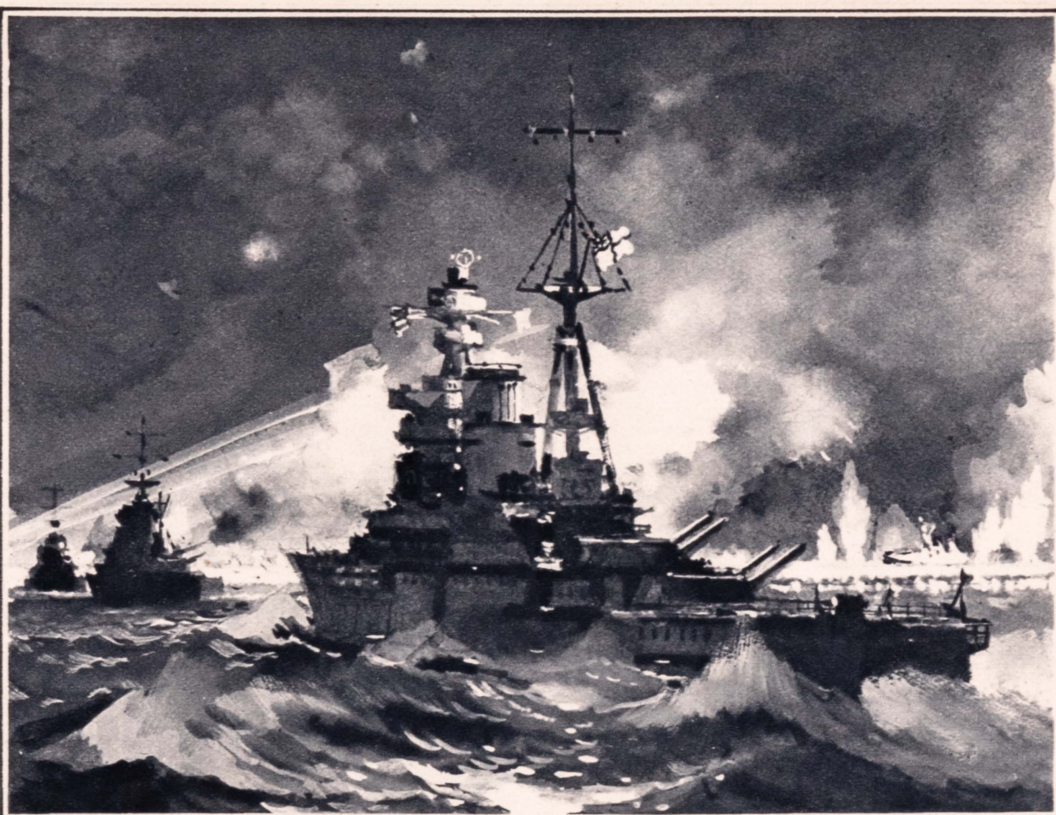


# AGAINST GREATLY SUPERIOR FORCES: SOME VITAL EPISODES.

ARTIST, C. E. TURNER.



H.M. AIRCRAFT-CARRIER "ILLUSTRIOUS," WHO "MADE HER HISTORIC EFFORT OFF MALTA" ON JUNE 10, 1941, BEATING OFF SIX HEAVY ENEMY ATTACKS.



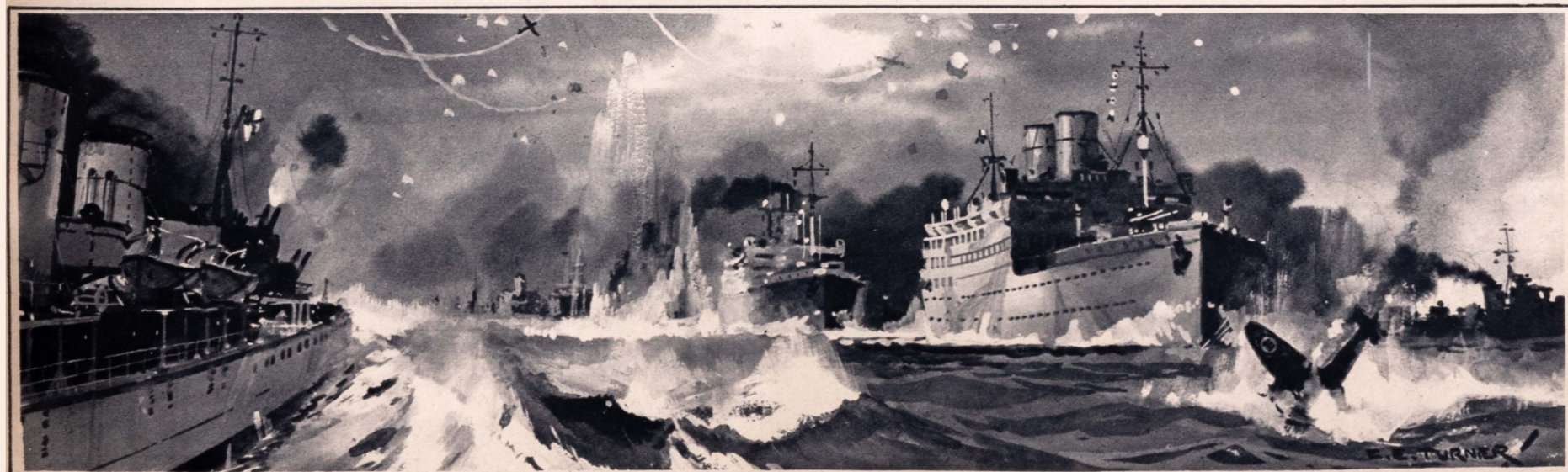
NIGHT BATTLE OFF MATAPAN, MARCH 28, 1941, WHERE THE ITALIAN FLEET SUFFERED SEVERE DEFEAT AND HEAVY LOSSES. SAID SIR ANDREW, "WE WERE ABLE TO TEACH THEM A LESSON."



AT CRETE, APRIL 25-27, 1941. HERE OVER 21,900 IMPERIAL FORCES WERE SAFELY RE-EMBARKED FOR EGYPT DESPITE VIOLENT ENEMY LUFTWAFFE ATTACKS.



AT CRETE: THE ROYAL MARINES FINALLY WITHDRAWN FROM THE BEACHES IN MAY 1941 BATTERED INCESSANTLY FROM THE AIR, THEY SUSTAINED APPALLING LOSSES.



REAR-ADMIRAL VIAN'S LIGHT CRUISERS AND DESTROYERS, ON HISTORIC CONVOY IN MARCH 1942, WHEN HIS FORCE WAS ATTACKED BY ITALY'S MAIN BATTLE FLEET, WHICH IT DISPERSED WITH SEVERE LOSSES. ADMIRAL CUNNINGHAM REMARKED OF IT, "THAT ACTION WILL BE RECORDED AS A TACTICAL MASTERPIECE."

threw the enemy in confusion, when they attacked their own ships." In this action "Warspite" alone had some five hundred bombs dropped round her without a single hit being scored. "It was," said he laconically, "far from pleasant." Taranto was different. The torpedo-bombers of the Fleet Air Arm, taken by carrier to within 150 miles of the enemy main naval base, effected serious destruction and damage to important units of the Italian Fleet; and further demoralised the enemy. With the arrival of aircraft-carriers and fighters, and by the "brilliant development of fighter technique in H.M.S. 'Eagle' and 'Illustrious' in particular, a stage was reached when the enemy reconnaissance aircraft dared not approach the Fleet or were shot down if they did." The third phase was overshadowed by German air superiority. Emphasising that ultimate victory is won by the soldier, the

Admiral stressed that he has to be landed and supplied by sea, for which sea-power is essential, of which an "indispensable ingredient" is in the air. In confined spaces like the Mediterranean it can be shore-based, given suitable aircraft and technique. The Germans recognised this and fully exploited it. "Great numbers of long-range and dive-bombers and of fighter and reconnaissance aircraft came to Italy's aid" when they saw a major defeat in sight. Yet work proceeded. Convoys passed through, divisions were taken to Greece and our offensive in Libya was supported by sea. "The losses started too," and each time our forces went to sea the scale of attack increased. The operations in Greece and Crete the Admiral termed epic because air power under uniquely favourable enemy conditions was pitted against the forces at sea. Yet the Navy landed and re-embarked tens of thousands.



## THE WORLD OF SCIENCE.

## THE BAMBOO'S STAFF OF LIFE.

IN the forests of Northern Burma, the tallest bamboos are flowering. As they flower they die, and their death, accepted fatalistically by the Burmese farmers and cultivators, is taken not only as a present misfortune, not to be averted, but as a portent of calamity to come. The bamboo dies on its feet. When the appointed end is near, the first break in the stepped column, where the accumulated hoard of years of seedlings is stored, takes place in the lowest sector, or culm. This rot and the decay, hastened by beetles and grubs, presently brings the whole tubular edifice down, spreading the seeds far and wide and carpeting the ground thickly with them.

That is how disaster comes to the forest. The calamity is not the dispersal of the seeds. Ordinarily, the bamboo is avaricious with its flowers and a miser with its seeds; but the wreckage of thousands upon thousands of bamboo stems is another matter. For hundreds of square miles, every track, every path, is blocked by the tangled mass of dead, dry stems. Dr. Brandes has described one such occurrence when, for more than two years, the way to the hills beyond the forest was impassable. It was not cleared till the jungle fires swept away the debris. The loss to the cultivator and the farmer, whose means of livelihood are thus destroyed, needs no enlargement. The Burmese Government and the Forest Commissioner are alive to it, though they have racked their brains to find a remedy to avert what seems a wasteful device of nature to clear the ground. But it is not such a calamity as lately has been made out. Dr. Brandes noted that after the jungle fires and the rains, millions of seedling bamboos sprang up on the devastated area; and the devastation takes place only once in a generation of men.

The bamboo is not a tree, but a grass. It grows like a flowering grass. In the haulms of flowering grasses, or of a straw of wheat, there is a harder, woody inner growth at the joints. The hollow, cylindrical stem of the bamboo is constructed on the same sound engineering principle: with a septum corresponding to a series of crossed girders at the nodes, such as might be employed in the steel masts of yachts to prevent buckling. Without these reinforcements it would not be possible for the bamboo's hollow stem to uphold in every wind the huge heads of leaves a hundred feet or more above ground. One clump of *Dendrocalamus strictus*, the bamboo which is usually accorded the name of the giant bamboo, had a crown of 40 square yards when its time came to show its flowers and strew the ground with its seeds. Another clump in Central Travancore had 112 shoots, one 121 ft. high and six others 118 ft.

Dr. Agnes Arber, the accepted authority on grasses, and, inclusively, on the bamboo, says that there are wide differences in the time intervals of flowering of the bamboo, of which there are more than 200 species: 160 in Asia, 70 in South America and five in Africa. In South America, annually flowering bamboos are common. India has a limited number which flower most years; but many Asiatic bamboos have life cycles more or less prolonged. One variety, *Schizostachyum elegantissimum*, has a three-year period; another, the elephant reed, seven years; some bamboos in South India, fifteen years; the ringal bamboo, sixteen or seventeen years; the *Arundinaria falconeri*, twenty to twenty-five. The longer period bamboos—the *Arundinaria racemosa*, the *Bambusa tulda* and the *Dendrocalamus strictus*—average thirty to thirty-two years. It may be taken that twenty-five to thirty-five years is the general age at which the commoner Malayan and Indian bamboos come into flower. In passing, we may note that *Dendrocalamus strictus*, the tallest of the family, is not found in the Northern Burmese forests; though there are kindred giants in plenty. In South America a thirty-year period is recognised; in Ashanti the natives say that their bamboos flower once in thirty years and then die.

The thirty-year period may therefore be taken as well established, though it does not always keep time or emphasise itself by gregarious flowering. In China, where the bamboo is, for excellent reasons, revered, the period appears to be lengthened, and when widespread flowering took place early in this century, it was viewed with the same sort of alarm as a comet. Why it takes place at all, and whether hastened by droughts or floods, are questions yet to be answered. What does take place is clear. The successive sectors of the bamboo's column become granaries for the seedlings which have started with the *rhizomes* in the ground that apparently survive the destruction of all else to make a fresh generation of the giant grass.

The growth, studied at Dehra Dun, in India, of the *Dendrocalamus* showed that the progress of the young culms was at first very slow, occupying four to six weeks, till the bamboo was 12 ft. high. The rainy season gave it a lift, and growing night and day the bamboo rose in three and a half months to 71 ft. At Kew, a very quick piece of work was executed by the *Bambusa arundinacea*, which grew 2 ft. 11 in. in twenty-four hours. At our Royal Botanic Gardens, the tall bamboos do not acquire the stiffness of wood that is their portion in the tropical East. It is not hot enough for them. The most imposing giants grow not in Burma but in Ceylon, where a basal culm may be a foot in diameter. It is said that there is great rejoicing in Akyab or thereabouts when the wreckage of a giant bamboo from Ceylon floats ashore. The peasantry cut it up for buckets.

When all the culms of the bamboo's towering column are filled with seeds, zero hour approaches, the flowers appear as its signal and the column crashes. The seedlings are spread over the ground; one bamboo will provide 330 lbs. The wild tribes of the Assa Forest make a practice of cutting the culms of each clump, laying them on the grass, and beating the grain out of them for children to collect, in quantities from five to six pounds a day. Here and elsewhere, this manna from the skies attracts enormous numbers of rats, whose appearance on these occasions has given rise to the superstition that they are the forerunner of famine. In China, in times of stringency, the grain is eaten as a supplement to rice. The bamboo, with its many species, is not all tall timber. There are pygmy bamboos 4½ ft. high, with stems no thicker than a crow-quill, in Japan and the Kuriles; and bamboos as a race grow thickly in Asia, climbing to 10,000 ft. in the Himalayas, and finding their spiritual home in the Yangtze Valley. They were once common in the north and in the valley of the Yellow River, the cradle of Chinese civilisation, and they have not ceased to be the stay and support of the national life on the "good Earth."

E. S. GREW.



A CLUMP OF GIANT BAMBOOS, *DENDROCALAMUS GIGANTEUS*: THIS BAMBOO, GENERALLY DESCRIBED AS THE TALLEST, RISES TO A HEIGHT OF 120 FT. IT FLOWERS IN ABOUT 30 YEARS AND THEN DIES.



STEMS OF THE GIANT BAMBOO *DENDROCALAMUS GIGANTEUS*, SHOWING THE SIZE OF THE COLUMNS IN COMPARISON WITH THE FIGURE OF A MAN (LEFT).

(Photographs reproduced by courtesy of the Royal Botanic Gardens, Kew Copyright reserved.)

## BOOKS OF THE DAY.

## NOT SINGLE SPIES, BUT IN BATTALIONS: NEW WAR BOOKS.

TAKING the Services in order of seniority, I come first to three naval works, among which priority belongs to "SEA POWER IN THE SECOND WORLD WAR." By Lord Strabolgi, R.N. With 48 Illustrations (Hutchinson; 12s. 6d.). Though not himself immune from criticism hitherto, Lord Strabolgi is always stimulating, and his own strictures on mistaken policy or strategy are astringent. Examples occur in his comments on our failure to prevent the German occupation of Norway—"a serious blow to British sea power"—and the "foolish" evacuation of Narvik, a "vitally important strategic harbour." Similarly, "the gallant but ill-starred attempt to defend Crete by water-borne warships with practically no air cover at all involved the Mediterranean Fleet in heavy losses. . . . It is almost unbelievable that this lesson . . . was not learnt. . . . Yet six months

later the *Prince of Wales* and *Repulse* were sent to Singapore . . . without an aircraft-carrier, and no special steps were taken to send modern long-range fighters to support them."

One branch of the Navy has a book to itself, and a good one—"THE FLEET AIR ARM." A Short Account of Its History and Achievements. By John Moore. With 10 Illustrations and 3 Maps (Chapman and Hall; 5s.). Before becoming himself a pilot in this Service, the author was a noted novelist, and as its historian, therefore, he combines practical experience with the art of vivid narrative.

Listeners to the Briny Trust broadcasts will find that entertaining item expanded into a book entitled "WE JOINED THE NAVY." Traditions, Customs and Nomenclature of the Royal Navy. By Petty Officer Writer Robert Burgess and Leading Writer Roland Blackburn (A. and C. Black; 5s.). This companionable little work is rich in naval humour, embodied in anecdotes and slang, and explains many technical terms in a form invaluable to the new recruit, who figures in the glossary as a "sprog."

The British soldier's view of the war is admirably expressed in a book whose very title breathes encouragement—"THE TURNING TIDE." The British Army at War. By Major-General E. D. H. Tolle-mache. With 23 Photographs (Murray; 4s. 6d.). This is an expert survey of the war and its prospects written in non-technical style. It includes an account of some Army innovations, such as the Reconnaissance Corps, Special Service Troops (Commandos) and the Army Air Corps. The immense difficulties and handicaps under which the Army has laboured for three years are explained. They are at last being overcome, and the book ends on a cheering note. "The tide is turning, and the great armies of Russia, China, the United States and the British Empire will sweep forward to victory."

Scathing criticism of recent British tank design occurs in "THE TRUTH ABOUT OUR TANKS." By Ivor Halstead, author of "Wings of Victory." With Illustrations and Maps (Lindsay Drummond; 7s. 6d.). This (in the author's words) is "the first book to tell of all the tremendous battles of Libya and Egypt, culminating in the glorious Alexander-Montgomery victory and the Anglo-American collaboration to control North Africa and re-establish Allied command of the Mediterranean. Inevitably woven into all this," he continues, "is the absorbing story of the Tank—now, too, for the first time told in full." Its origin is traced back to a prophetic short story by H. G. Wells, "The Land Iron-clads," published in 1903. Coming to the present war and "the unhappy crash in the Third Battle of Libya," Mr. Halstead writes: "In the battles of 1942 no British tank in the Middle East could match the German best in gun-power. . . . It was largely American tanks and guns which turned the scales at El Alamein." Lord Halifax, however, was recently reported to have revealed that "the American 'General Sherman' tank was a joint Anglo-American enterprise."

Now follow four interesting works on air warfare. A question widely canvassed, especially in connection with our sustained bombing of Germany, is raised and answered by a Czech officer now on the General Staff of the Fighting French, in his new book—"IS BOMBING DECISIVE?" A Study in the Organisation and Tactical Employment of Modern Air Fleets. By Captain F. O. Miksche, author of "Blitzkrieg" (Allen and Unwin; 5s.). In the main, this is a refutation of Mr. Alexander P. Seversky's "Victory Through Air Power." While admitting the importance of bombing, Captain Miksche declares: "The battle of Britain has furnished conclusive proof that it is impossible to achieve a decision in the air alone."

Another much-discussed phase of aerial operations, likely to grow in importance, is considered by the same author in "PARATROOPS." The History, Organisation, and Tactical Use of Airborne Formations. By Captain F. O. Miksche. With Preface by Captain Liddell Hart (Faber; 10s. 6d.). Prominence is given to the capture of Crete, where the Germans used airborne forces originally prepared for invading Britain. The author stresses the need of definite and adequate plans for protecting our airfields against this menace.

The literary annals of the R.A.F. have been enriched by a finely-produced and illustrated anthology entitled "WINGS OF WAR." Edited by F. Alan Wallbank. With

Foreword by Sir Archibald Sinclair, Secretary for Air. With 52 photographs (Batford; 12s. 6d.). In scope it covers not only the two world wars, but the great pioneer adventures, such as the crossing of Everest, record flights, and the blazing of Empire trails about the world. The omission of dates to many items is regrettable.

A personal contribution to fighting records of the air is made by a well-known Australian "ace," who relates his experiences during the last war in "HIGH ADVENTURE." By Group Captain A. H. Cobby, D.S.O., D.F.C. With Drawings by Squadron Leader Gerald T. Muir and Photographs (Robertson and Mullens, 107-113, Elizabeth Street, Melbourne; 6s. 6d.). The author tells his story with much liveliness.

For all concerned in the world-wide struggle, a useful aid will be "GLOBAL WAR." An Atlas of World Strategy. By Edgar Ansel Mowrer and Marthe Rajchman. With Introduction by the Hon. Frank Knox, Secretary of the U.S. Navy. With 69 Maps and 8 Charts (Faber; 8s. 6d.). As in their previous atlases, but on a much more comprehensive scale, the collaborators approach war problems from a geographical point of view.

CHARLES E. BYLES.





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"Over Egypt a Spitfire climbed to nearly 50,000 feet to shoot down a Junkers Ju 86P high-flying reconnaissance monoplane . . . . This must have been the highest combat ever fought, and is another proof of the magnificent quality of the Supermarine Spitfire and its Rolls-Royce Merlin motor."

*"The Aeroplane."*

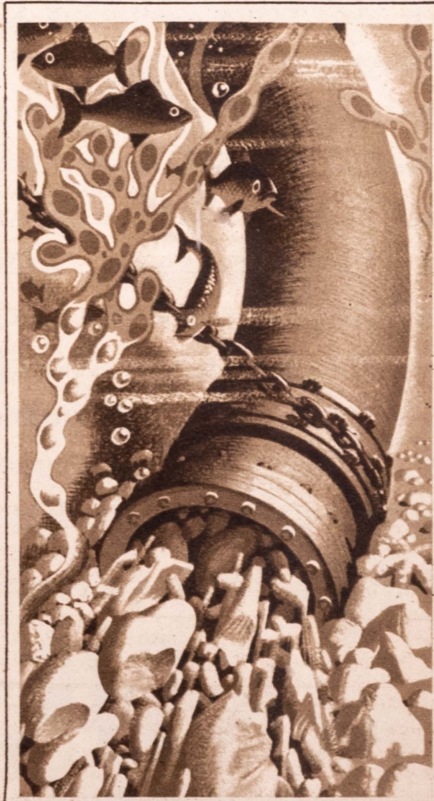
**ROLLS-ROYCE**  
AERO ENGINES  
FOR SPEED AND RELIABILITY

## PROBLEM: RAISE 10,000 CUBIC YDS OF ROCK *per day from 113 ft. below lake surface!*

Keeping things on the move in industry is a vital task today. Pioneers in the use of rubber in industrial transport, Goodyear are helping to overcome such problems as:—

Copper deposits were found at the bottom of a lake, 113 feet below the surface. Dredging with flexible rubber sleeves was the only means to bring the metal up, yet ordinary rubber sleeves would not stand up to the wear imposed on them.

To operate this, one of the world's deepest draws, Goodyear Rubber Dredging Sleeves were used. Heavily impregnated to resist the abrasive action of rock, metal and the motion of water, Goodyear rubber sleeves are helping to extract 10,000 cubic yards of metal-bearing rock per day from this deposit.



*Another*

**GOOD YEAR**

*contribution to Progress*





## Service Contact

To keep contact with the home services we interpret "somewhere in Britain" as "everywhere in Britain" by providing a complete service in as many centres as possible. Everything an officer stands up in is obtainable at Austin Reed's in any of these towns: Aldershot, Amesbury, Barmouth, Bath, Belfast, Birmingham, Bothwell, Bournemouth, Bristol, Coventry, Dunbar, Edinburgh, Glasgow, Harrogate, Hove, Hull, Ilkley, Leeds, Liverpool, Llandudno, Manchester, Norwich, Nottingham, Oxford, Plymouth, Repton, Richmond (Yorks), Sheffield, Southampton.

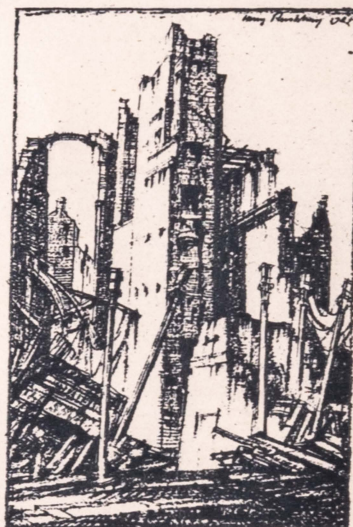
*Service Dress Jacket and Trousers, in khaki from £11.7s.6d.*

# AUSTIN REED

*of Regent Street*

Telephone: Regent 6789

## CRITTALL WINDOWS



WHEN YOU  
REBUILD

CRITTALL MANUFACTURING CO. LTD., 210 HIGH HOLBORN, W.C.1

**MIX THE INVALID'S HORLICKS WITH WATER ONLY—THE MILK IS ALREADY IN IT**

It is well known that Horlicks is exceptionally valuable for invalids and convalescents who cannot take solid food.

This is particularly true at times when milk is rationed. For the correct way to make Horlicks is, and always has been, to add water only. The milk is already in it.

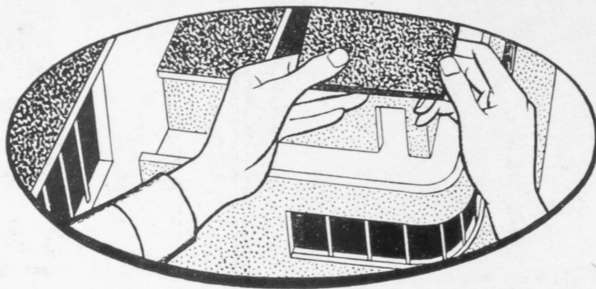
We ask you to be patient when you cannot get Horlicks. Supplies are being distributed as evenly as possible and should be available equally for children, invalids, and those who drink Horlicks at bedtime.



**L**ess 'Sanatogen' Nerve - Tonic Food and 'Genasprin'—because some of their ingredients are needed for other, vital purposes.

**More Fine Chemicals and essential medicinal products—to meet new and increasing demands.**

**That represents the war-time policy of Genatosan Ltd.**



## That pre-fabricated House

*We've no doubt it could be done—but what a price! Yet to listen to some people we've only to get the moulds right and out the houses will come, like bullets from a Bren!*

*Plastics in their many forms will certainly contribute much to the better homes we hope to live in. Plastic mouldings will bring colour, lightness and cleanliness to a host of the smaller articles and fittings. Plastic surface finishes will set new standards for scratch resistance and easy cleaning. Plastic bonded plywood and laminated construction will change traditional joinery methods. But plastics are too valuable and versatile to waste on jobs which materials like bricks and mortar can do very well. Let B.I.P. advise you when and where plastics should be used.*



BRITISH INDUSTRIAL PLASTICS LIMITED • ONE ARGYLL STREET • LONDON W.1

## Why we need LEGACIES & BEQUESTS

The need of ex-servicemen of All Wars, including the disabled and their dependants, and the care of those left behind by the men who fall in action are an ever-present and recurring charge on the Legion. Every year since the inception of the Fund the expenditure has increased, and it is vitally necessary that the Fund should be strengthened and fortified against any possible diminution of income in the future by means of Legacies and Bequests.

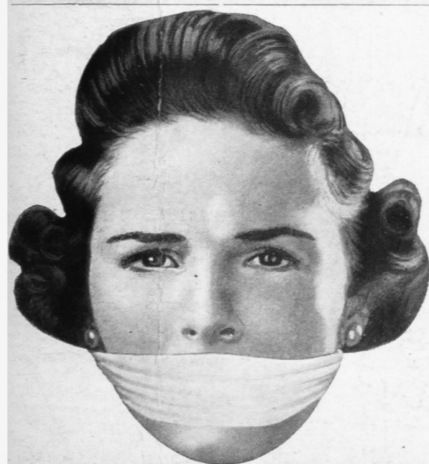
## EARL HAIG'S BRITISH LEGION APPEAL FUND

Full particulars and Forms of Bequest can be obtained from the Organising Secretary,

**Capt. W. G. WILLCOX, M.B.E.,**  
CARDIGAN HOUSE, RICHMOND, SURREY

*Registered under the War Charities Act, 1940*

**OLD BOOKS HELP TO MAKE BOMBS AND SHELLS—BUNDLE THEM OUT NOW—PLEASE! THE NEED IS URGENT.**



**PYORRHOEA!**  
**4 OUT OF 5 MAY BE VICTIMS**

**SORE GUMS  
TENDER GUMS  
INFLAMED GUMS  
BLEEDING GUMS**

Tender, bleeding gums are danger signs, which neglected, lead to gum disease (Pyorrhoea). Daily use of Forhans will eradicate these gum affections—used in time, prevent them altogether.

Thousands of dentists use Forhans Anti-pyorrhoea Astringent. Thousands of them recommend Forhans Brand Special Formula Dentifrice which contains Forhans Anti-pyorrhoea Astringent. Don't let pyorrhoea claim you as a victim. Guard against it now—before it is too late! See your dentist, and start using Forhans to-day! In three sizes.

Only FORHANS Brand contains the "special formula" Anti-Pyorrhoea Astringent.



**"JUST BRUSH YOUR TEETH WITH IT" . .**

ON SALE ALL OVER THE WORLD

## ARMSTRONG SIDDELEY CARS



**AFTER THE WAR —  
BETTER THAN EVER**

ARMSTRONG SIDDELEY MOTORS BRANCH OF HAWKER SIDDELEY AIRCRAFT Co. LTD.

## GREAT SCOTCH!



## OLD ANGUS

A NOBLE SCOTCH • GENTLE AS A LAMB

*Chosen for years by Connoisseurs*

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*The plug  
with a  
Pedigree*

**HOWARDS'**  
**ASPIRIN**  
is *not*  
the cheapest  
—it is the *best*



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Howards' Bi-carbonate of Soda, etc.



**TO THE  
R.A.F. TRAINING CAMP—  
SOMEWHERE IN U.S.A.**

Dear Mr. Colin,

Fancy you being in the States and the village here being full of Americans. The Americans told me a lot about the Cherokee Indians who used to paint themselves red, white and blue, but have now got large oil concessions and live on their Reserves.

However, since you are now a Squadron Leader engaged in training people for the R.A.F. you will doubtless have little time for the lighter side of life, though I have heard that the mint juleps are not to be sneezed at. Quite on the contrary. Can you get any Rose's Lime Juice out on the prairie? We can still get some here, so there is little chance of an epidemic of hangovers when the young gentlemen arrive home on leave. The Americans are taking to it like a duck to water. They certainly know their way about.

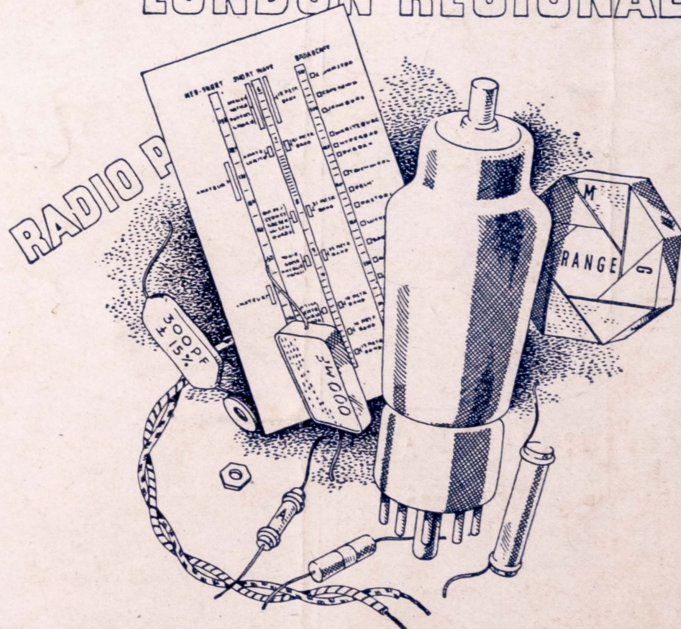
Constable Huggins got entangled in some barbed wire while keeping two suspicious characters under observation behind the Bull's Head, but his trousers have now been invisibly reconditioned. That, Sir, is all my news.

Yours respectfully,

*Albert Hawkins* Sergeant—  
Home Guard

**ROSE'S**— *There is No Substitute*

**LONDON REGIONAL**



**When we get together again**

When new radio sets again become available and the fresh developments in radio technique that have had to be stored away for better days emerge, there will be a scramble for these new sets. Just remember that it will be the policy of the Pye Company to give preference to owners of existing Pye sets, so, keep in touch with your local Pye agent.

